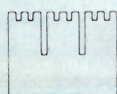


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**DAF SB2300 DHS** 12m Plaxton Paramount 3500 two star specification with 53 reclining seats plus Tempo 100 specification, centre toilet provision. .... **£59,800**

**DAF SB2300 DHS** 12m LAG Galaxy 3.35 with 53 reclining seats, rear Continental door, Webasto heating, gangway carpet. .... **£55,750**

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**DAF MB200 DKFL** 12m LAG Galaxy 3.55 with 53 reclining seats, centre demountable toilet, Continental door, bunk provision, Webasto heating, gangway carpet. .... **£59,850**

**VOLVO B10M GL** 12m Plaxton Paramount 3200 two star specification with 55 reclining seats plus pannier lockers. .... **£63,500**

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**VOLVO B10M GL** 12m Plaxton Paramount 3500 four star specification, centre demountable toilet, wiring for TV and video, emergency exit at rear. .... **£72,000**

**VOLVO B10M GL** 12m LAG Galaxy 3.35 with 53 reclining seats, rear Continental door, gangway carpet, Webasto heating. .... **£59,850**

**VOLVO B10M GLT** 12m Plaxton Paramount 3500 two star specification with 55 reclining seats. .... **£66,500**

**VOLVO B10M GLT** 12m Plaxton Paramount 3500 two star specification with 51 reclining seats plus rear sunken toilet, bunk provision, Tempo 100 specification. .... **£69,500**

**VOLVO B10M GLT** 12m Plaxton Paramount 3500 five star specification. .... **£82,500**

**VOLVO B10M GLT** 12m Plaxton Paramount 3500 two star specification with 51 reclining seats plus rear sunken toilet, bunk provision, Tempo 100 specification, Telma brake. .... **£71,000**

**VOLVO B10M GLT** 12m LAG Galaxy 3.55 with 53 reclining seats, centre demountable toilet, Continental door, bunk provision, gangway carpet, driver's fan, Tempo 100 specification, Webasto heating. .... **£68,500**

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**VOLVO B10M GL** Plaxton Paramount II 3500 two star specification plus aluminium wheels, 49 reclining seats, courier seat, sunken toilet to rear, Continental door, Webasto, for early delivery.

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### QUALITY USED COACHES

#### VOLVO

**1984 (A) B10M** 12 metre Van Hool Astron twin deck, 49 recliners and settee type seating in lower rear saloon, toilet, bunk, video wiring, 6 monitors, Webasto heating, full executive specification. **£82,500**

**1983 (Private) B10M** 12 metre Van Hool Alizée H 53 seater, Telma retarder, Webasto heating, additional 60 gallon fuel tank, video wiring and 1 TV box, MOT January 86, immaculate condition. **£59,500**

**1982 (Y) B58** 11m Plaxton Supreme, 46 reclining seats, rear saloon toilet, video etc. **£44,000**

**1982 (X) B58** 11m Plaxton Supreme 49/53 seats, radio/cassette/pa, semi-auto, power door, side lockers, Bristol dome. **£35,500**

**1982 (X) B58** 11m Duple Dominant IV, 53 seats, express doors, video wiring, air horns, side lockers, radio/cassette. **£37,000**

**1980 (V) B58** Dominant II 12 metre, 55 seats, courier seat, side lockers, power door, radio/pa/cassette, driver's fan, MOT June 86. **£27,500**

**1979 (T) B58** 12m Duple Dominant II, 57 seater, armrests, pa/radio, Bristol dome, curtains, MOT June 86. **£25,000**

**1979 (T) B58** Plaxton 50 recliners. **£24,000**

#### VAN HOOL

**1983 (Y) T813** 10 metre Integral M.A.N. power unit, 38 recliners, double glazing, Webasto, curtains and blinds, courier seat, tables, bunk, Continental door, radio/cassette/pa, sunken toilet, shades triple seat catering unit, two fridges, low mileage, immaculate condition, new MOT. **£55,000**

**1983 (Y) ASTRON** twin decker, 60 recliners, courier seat, toilet/washroom, driver's bunk, video wiring & 2 monitors, Webasto heating, radio/pa/cassette, roller blinds to side windows, full executive specification. **£69,500**. Only 1 left.

#### DAF

**1979 (T) MB200** Plaxton 57 seater. **£23,500**

#### LEYLAND/AEC

**1980 (V) Leopard** 12m Van Hool 57 seats, side lockers, semi auto etc. **£24,000**

**1979 (V) Leopard** Plaxton 51 seater, power door, arm rests, radio, semi-automatic. **£22,000**

**1977 (R) AEC** 760 Plaxton 53 seater, power door, radio/pa, video wiring, semi-automatic. **£14,500**

#### FORD

**1978 (T) R1114** Dominant II 53 seats, radio/pa, power door, Bristol dome. **£12,000**

#### BEDFORD

**1982 (X) YMT** Plaxton, 53 seats, power door, radio/pa. **£25,500**

**1981 (W) YNT** Turbo, Duple Dominant IV, 53 seats, tinted windows, radio/cassette/pa, side lockers, armrests etc. **£25,000 IMMACULATE**.

**1980 (V) YMT** Plaxton Supreme IV, 53 seats, tinted windows, radio/cassette/pa, side lockers etc. **£18,000**

**1976 (P) YLQ** Duple 45 seater, new MOT. **£7,500**

#### MINICOACHES

**1982 (X) FIAT** Beja, 18 seater. **£17,000**

**1980 (V) MERCEDES 508D** Robin Hood, 18 seat. **£13,500**

### SPECIAL OFFERS

**1980 (W) FORD** Transit, 16 seat, new diesel engine, saloon heater, repainted. **£6,000**

**1974 (M) FORD R1014** Duple 41 seater, MOT June 86. **£2,500**

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# CARLTON

## NEOPLAN

### NEOPLAN

**1983 (A) NEOPLAN** Clubliner, Mercedes V8, 57 seater, toilet, kitchen, bar, lounge, video, seven 8" monitors, one 14" TV, gold film upper deck, Telma, bottom deck fully carpeted, courier seat, radio/pa/cassette, curtains, MOT April 86.  
**1981 NEOPLAN** Skyliner 70 recliners, toilet, servery, fridge, Telma, bunk, radio/stereo/pa.

### VOLVO

**1982 VOLVO B10M** GT Goldliner, 51 recliners, courier seat, toilet, bunk, tinted windows, TV/video, coffee machine, fridge, full executive specification.  
**1982 VOLVO B10M** Viewmaster 49 recliners, toilet, stereo/cassette, green/orange/blue exterior, red moquette.  
**1981 VOLVO B10M** Viewmaster GT, Super Executive, 24/34 recliner seats, toilet, full rear kitchen, fridge, coffee, 2 TVs, video, 8 tables, tinted double glazed, Telma, radio/pa/cassette, long MOT etc, Reg No. PAY 2W.  
**1981 VOLVO B58** Dominant II 53 seat, power door, radio/pa, cream/maroon exterior, autumn tint moquette.  
**1981 VOLVO B58** 12m, Dominant, 57 seats with armrests, double glazed, retarder, power door, Bristol dome, side lockers, radio/pa.  
**1979 VOLVO B58** Dominant 53 seats, radio/pa, power door, Bristol dome.  
**1979 VOLVO B58** 12 metre Dominant II, 57 seats, power door.

### LEYLAND

**1982 LEYLAND** Leopard Plaxton 49 recliners, toilet, tinted windows, wired for TV & video, Bristol dome, red moquette, maroon/red exterior, choice of 2.  
**1982 LEYLAND** Leopard Dominant IV 12 metre 51 recliners, curtains, Telma, double glazed.  
**1982 LEYLAND** Leopard 12m, ZF, Dominant, 57 seats, radio/pa, double glazed, power door, MOT March 86.  
**1981 LEYLAND** Leopard Dominant III full SD pack, 53 seater, radio/cassette, power door, tinted double glazed windows.  
**1981 LEYLAND** Leopard 11m, ZF, Dominant 53 seats, power door, radio/pa, MOT May 86.  
**1981 LEYLAND TIGER** Plaxton Supreme GT, 46 recliners, toilet, TV and video, coffee, fridge, bunk, tinted windows.  
**1980 LEYLAND** 11 metre, semi-auto, Supreme IV Express, 53 seats, MOT Jan 86.  
**1976 LEYLAND** Supreme 11 metre 53 seats, semi auto, power door, current MOT, re-moquetted in red, white/red exterior.  
**1975 LEYLAND** Plaxton Elite III 11 metre 53 seater, semi auto.

### DAF

**1980 DAF MB** Plaxton Supreme 12 metre 46 recliners (plus additional 9 seats), toilet, tinted windows, curtains, coffee machine, radio/pa/cassette, power door.

### FORD

**1977 FORD R1114** Plaxton 49 **SOLD** tinted windows, good test...  
**1974 FORD R1114** Dominant Express, 51 seats, MOT 1986.

### BEDFORD

**1978 BEDFORD PJK** 29 seater Plaxton, radio.

## New Neoplane — Immediate Delivery



### Skyliner Double Deck

77 recliners plus courier, Mercedes 355, toilet, kitchen, fridge, bunk, radio/stereo/pa, Telma, ex stock.

### Cityliner High Deck

53 recliners, Mercedes 280, full air suspension, toilet, bunk, fridge, radio/stereo/pa, courier seat, Webasto, 2 plug doors, Tempo 100.



## PICK OF THE WEEK

### Van Hool Astromega

**1983 models** with 75 recliners, twin courier, 2 fridges, double glazing, toilet, 2 boilers, Telma, radio/pa/cassette, driver's bunk, Mercedes V8 engine, Webasto, wired for TV & video, plug doors, wheel discs, MOT March 86. Choice of 2.

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### LEYLANDS

**1982 (X)** Leyland Tiger (6 speed ZF), 12 metre, (new 245 bhp engine), Duple Dominant IV SD IV pack, red/orange moquette, exterior white/blue stripe, 50 recliners, double glazed, tinted glass, radio/pa/cassette, side lockers, current MOT. **£45,450**

**1974 (M)** Leyland Leopard Duple Dominant I, autumn tint moquette, exterior white, 49 seats, side lockers, autolube, power door. **£7,250**

**1974 (M)** Leyland Leopard Duple Dominant I, autumn tint moquette, exterior white, 49 seats, pa, side lockers, autolube, power door. **£7,250**

**1974 (M)** Leyland Leopard Duple Dominant I, white exterior, 49 seats, new MOT. **£7,250**

**1974 (M)** Leyland Leopard Plaxton Elite III, exterior white, 48 seats, new MOT. **£7,250**

**1974 (M)** Leyland Leopard Plaxton Elite III, green moquette, exterior white, 44 recliners, radio/pa, side lockers, Bristol dome, autolube, power door. **£7,250**

**1974 (M)** Leyland Leopard Plaxton, autumn tint moquette, exterior white, 47 seats, side lockers, Bristol dome, Webasto, power door. **£7,250**

**1974 (M)** Leyland Leopard Duple Dominant, autumn tint moquette, exterior white, 49 seats, side lockers, Bristol dome, autolube, **£7,250**

**1973 (L)** Leyland Leopard Duple Dominant I, autumn tint moquette, exterior white, 49 seats. **£7,250**

**1973 (L)** Leyland Leopard Duple Dominant I, 49 seats. **£6,950**

### LEYLANDS

**1971 (K)** Leyland Leopard Plaxton Elite II, autumn tint moquette, exterior white, 47 seats, side lockers, current MOT. **£4,500**

**1971 (J)** Leyland Leopard Plaxton Panorama, red/blue/grey moquette, exterior white, 51 seats, side lockers. **CHOICE OF TWO. £3,500**

### AEC

**1979 (T)** AEC 760 Plaxton Supreme IV, 12 metre, 57 seats, ZF gearbox, power door radio/pa/cassette, side lockers finished in red/cream exterior, gold/brown moquette. Current MOT. **£18,500**

**1978 (S)** AEC 760 Duple Dominant II, autumn tint moquette, exterior yellow/ivory, 57 seats, side lockers, heaters, autolube, curtains, tachograph. **£17,950**

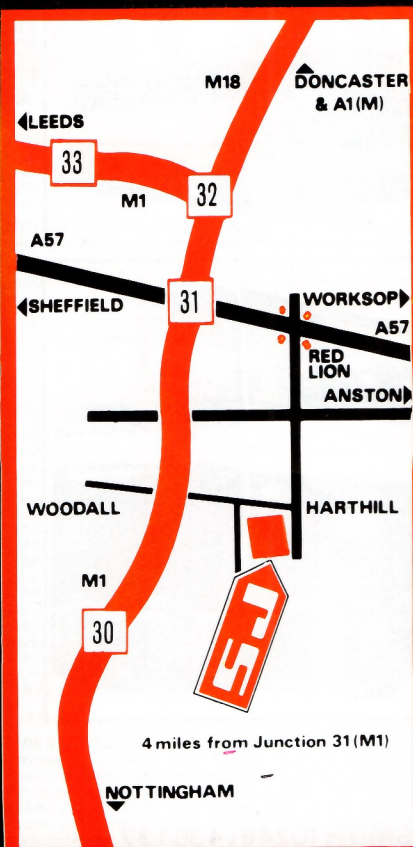
**1974 (M)** AEC 760 Duple Dominant I, ZF gearbox, 49 seats, side lockers, white exterior, red moquette. **£6,950**

### BRISTOL

**1972 (K)** Leyland Bristol LHL Plaxton Elite, autumn tint moquette, exterior red/ivory, 53 seats, side lockers, heaters, tachograph. **£4,500**

**1972 (K)** Leyland Bristol RELH Plaxton Elite II, autumn tint moquette, exterior white, 47 seats, side lockers, Bristol dome, power door, **£4,000**

**1972 (L)** Leyland Bristol RELH, ECW coachwork, 49 seats, Webasto heating, Gardiner 150 engine, finished in white. **CHOICE OF THREE. £4,950**



### BEDFORD

**1979 (T)** Bedford YMT Estoril, 53 seats, radio/pa, full draw curtains, side locker, heated mirrors, red moquette, white/red exterior, current MOT. **£15,250**

**1978 (S)** Bedford YMT Estoril, 53 seats, radio/pa, full draw curtains, side locker, heated mirror, red moquette, white/red exterior, current MOT. **£13,750**

**1975 (N)** Bedford YRT Plaxton Elite, 53 seats, red moquette, blue/cream exterior, current MOT. **£5,950**

**1973 (L)** Bedford YRT Duple Dominant I, 53 seats, power door, radio/pa, side locker, blue moquette, blue/cream exterior. **£2,750**

### FORD

**1979 (T)** Ford R1114 Plaxton Supreme IV Express, autumn tint moquette, exterior ivory, 53 seats, Telma, current MOT. **£14,950**

**1979 (T)** Ford R1014 Plaxton Supreme Express, autumn tint moquette, exterior cream/red, 45 seats, radio/pa, current MOT, Telma. **£12,950**

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**1983 (Y) DAF DKFL** 12 metre Plaxton Paramount 3200 57 seater coach, 6 speed splitter gearbox, heaters, radio/pa, power door, moquette to roof in red/orange, exterior red/white/blue, current MOT, choice of 2. ~~£46,500~~ **£44,950**

**1983 (Y) FORD R1114** Plaxton Supreme V/VI, 53 seats, 6 speed gearbox, heater, radio/pa, Bristol dome, moquette to roof, tinted windows, interior red/orange/blue, exterior red/white/blue, current MOT, choice of 3. ~~£32,950~~ **£31,250**

**1981 (W) BEDFORD YMT** Plaxton Supreme IV 53 seater, 5 speed gearbox, heaters, mustard moquette to seating with matching trim, finished green with blue relief, MOT Nov 85. **£18,750**

**1979 (V) BEDFORD YMT** Plaxton Supreme 53 seater coach, 5 speed gearbox, heater, power door, side locker, new MOT, interior red, exterior blue/grey. **£13,750**

**1979 (T) BEDFORD YMT** Duple Dominant II 53 seater, power door, radio/pa, side locker, exterior green/cream, interior red, MOT Nov 85. **£13,500**

**1978 (S) AEC 760** Reliance, Duple Dominant II 53 seats, power door, side locker, interior autumn tint, exterior blue/grey/pink. **£15,950**

**1974 (M) BEDFORD YRT** Plaxton Elite 53 seats, 5 speed gearbox, heater, radio, exterior cream with orange bands, interior autumn tint. **£3,950**

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**1979 VOLVO B58 12M DUPLÉ DOMINANT II** fitted 50 reclining seats trimmed in Orange/Brown moquette, with armrests to gangway side, 6 speed gearbox, additional side luggage accommodation, power operated entrance door, heaters and finished Cream/Brown/Orange. **Current M.O.T.**

**£13,000**

**1979 (August) BEDFORD YMT DUPLÉ DOMINANT II** 53 str, 5 speed gearbox, Red/Beige moquette to seating, additional side luggage accommodation, power operated entrance door, heaters and finished Ivory/Tan. **Current M.O.T.**

**£37,000**

**1982 LEYLAND TIGER 11M PLAXTON SUPREME VI** 53 str, 6 speed gearbox, Orange moquette to seating, Bristol type destination dome, courier seat, heaters and finished Ivory/Brown/Orange. **Current M.O.T.**

**£23,000**

**1979 (August) DAF DKL 12M PLAXTON SUPREME IV** fitted 50 reclining seats trimmed in Red moquette, 12 speed gearbox, curtains to tinted side windows, power operated entrance door, heaters and finished Red/Ivory. **Current M.O.T.**

**£43,000**

**1983 LEYLAND LEOPARD 12M DUPLÉ DOMINANT III** 53 E type seats trimmed in Brown/Orange moquette, 5 speed pneumocyclic gearbox, power operated entrance door, heaters and finished all Ivory. **Current M.O.T.**

**£46,000**

**1982 BOVA EUROPA II Integral 12M** 53 reclining seats, trimmed in Red moquette, 6 speed gearbox, curtains to side windows, T.V. and Video, Tempo 100 seat belts, power operated entrance door, heaters and finished Blue/Ivory. **Current M.O.T.**

**£8,750**

**1978 FORD R.1114 CAETANO ESTORIL** 53 str., 6 speed gearbox, TELMA electric brake retarder, Autumn tint moquette to seating, curtains to side windows, K.L. heating and ventilation system and finished Ivory/Yellow/Brown. **Current M.O.T.**

**£53,000**

**1984 BOVA CALYPSO Integral 12M** 53 str., 6 speed gearbox, Red moquette to seating, power operated entrance door, courier seat, curtains to side windows, armrests to gangway side, heaters and finished Cream/Brown/Orange. Choice of 2. **Current M.O.T.**

**£16,000**

**1980 BEDFORD YMT 12M DUPLÉ DOMINANT II** 57 str, 5 speed gearbox, Orange/Black moquette to seating, additional side luggage accommodation, power operated entrance door, heaters and finished Ivory/Tan. **Current M.O.T.**

**£55,000**

**1984 BOVA CALYPSO Integral 12M** 53 reclining seats trimmed in Red/Fawn moquette, 6 speed gearbox, curtains to side windows, courier seat, power operated entrance door, heaters and finished Ivory/Orange/Blue. Choice of 3. **Current M.O.T.**

**£30,000**

**1980 (August) VOLVO B58 11M PLAXTON SUPREME** 53 str., 6 speed gearbox, Brown/Red moquette to seating, curtains to side windows, power operated entrance door, heaters and finished Red/Yellow/Ivory. **Current M.O.T.**

**£15,000**

**1980 BEDFORD YMT DUPLÉ DOMINANT II** 53 str, 5 speed gearbox, Orange/Black moquette to seating, additional side luggage accommodation, power operated entrance door, heaters and finished Ivory/Tan. **Current M.O.T.**

**£42,500**

**1981 (Sept) BOVA EUROPA II Integral 12M** 53 reclining seats trimmed in Blue/Gold moquette, 6 speed gearbox, courier seat, curtains to side windows, power operated entrance door, Webasto heating and finished Ivory/Blue/Black. **Current M.O.T.**

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**VOLVO B10MT** 3 axle Jubilee P95 twin decker, 65 reclining seats, toilet, washroom, TV and video etc, full soft trim interior, choice of two, one with executive specification.  
**SCANIA K112TR** 3 axle Jubilee P99 double decker, 73 reclining seats, double glazing upper and lower decks, toilet, sleeper, servery etc. A very fine specification at a very special price. This is an unregistered demonstrator.

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#### VOLVO

1983 **VOLVO B10M** Jonckheere Jubilee P50, 51 reclining seats, double glazing, toilet, sleeper etc, very full specification ..... £60,500  
1982 **VOLVO B10M** Jonckheere Bermuda 49 recliners, toilet, driver's bunk, Telma, TV and video boxes & wiring, carpet, curtains, Webasto heating etc. .... £58,000  
1982 **VOLVO B58** Van Hool Alizée, air over leaf suspension, 49 reclining seats, toilet, all usual extras ..... £55,500  
1982 **VOLVO B58** Duple Dominant IV, power door, double glazing, Bristol dome, 53 recliners ..... £42,500  
1980 **VOLVO B58** Plaxton Supreme, 12 metre, 51 recliners, Telma, power door ..... £32,500  
1979 **VOLVO B58** Duple Dominant II, 12 metre, 51 recliners, Bristol dome, power door, courier seat, curtains ..... £29,500

#### DAF

1983 **DAF MB** Plaxton Supreme V 12 metre, 53 recliners, ..... £49,500  
1982 **DAF MB DKTL** Jonckheere 'Bermuda' 12 metre, 53 recliners, toilet, driver's bunk, TV, video, boxes & wiring, fridge, Continental step, Telma, all usual extras ..... £55,500  
1982 **DAF MB** Plaxton Supreme IV 12 metre, 57 seater ..... £44,500  
1982 **DAF MB200 DKTL** Plaxton Supreme 53 'E' types, Continental step ..... £44,500  
1982 **DAF MB200** 12 metre Plaxton Supreme IV, 48 E type seats, toilet, Telma ..... £44,500  
1981 **DAF MB** Jonckheere 12 metre, 51 reclining seats, toilet, bunk, etc. .... £45,500  
1981 **DAF SB** Jonckheere Bermuda, 49 reclining seats, rear offside toilet, Continental step, sleeper ..... £47,500

#### BOVA

1982 **BOVA** Europa, 52 recliners, courier seat, TVs & video, curtains ..... £52,500

#### AEC

1978 **AEC/PLAXTON** 11 metre 53 seater, MOT Nov 85 ..... £16,500

#### BEDFORD

1981 **BEDFORD YNT** (turbo) Plaxton Supreme IV Express, 53 seater, Bristol dome .... £25,000  
1977 **BEDFORD YRQ** Plaxton Supreme 45 seater ..... £8,000

#### FORD

1981 (August) **FORD T152** Plaxton Supreme 35 seater, power door, curtains ..... £24,500  
1978 **FORD** Plaxton Supreme III, 53 seater, power door, Telma ..... £9,750

#### VAN HOOL

1983 **VAN HOOL** Astron twin deck, 60 reclining seats, courier seat, driver's sleeping compartment, TV & video equipment, carpet, tinted windows, toilet/washroom, hostess work area, Frenzel sausage boiler, coffee/tea machine, fridge, cupboards, 12 months MOT ..... £77,500

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Tony Leadbetter — West Midlands, Wales and West of England — 0530 62271 (home)

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Arthur Humphries — Eastern England, London and Home Counties — 0902 732140 (home)

**TRADES DESCRIPTION ACT:** In this list we quote the year of registration and not necessarily the year of manufacture.



In his presidential speech at the SMMT's Annual Meeting held last week, J. Harry Hooper C.B.E., spoke of the golden rule of communication; that when you as the communicator start to tire of repeating the same message over and over again, that's when the public are just starting to hear it for the first time. He was referring to the motor industries' need to tell of its many achievements, especially in the field of high technology, but the same applies to promoting the coach industry as a whole and every individual coach company and service.

Effective publicity can make the difference between full vehicles and empty ones, between profit and loss. It is important that we do not adopt a narrow-minded approach to our promotional efforts, promoting the coach as a means of travel should be just as high on our list of priorities as publicising our own products and services. If we are to have a secure long term future it is essential that new customers are generated continuously and in order to keep winning people over to the coach we have to continue telling them how much we can offer.

What can be done to promote coaching? Adverts in the Yellow Pages, local newspapers and on billboards outside coach stations go some way but to a great extent these preach to the converted; new passengers must first be sold the idea of the coach. Getting over the idea that coaches really are worth travelling on to someone who has a car, who last went on a coach or charabanc before the motorway age and who equates coach trips with Sunday school outings is not an easy task but it can be done.

Firstly new customers often think that trains and cars are more comfortable. There are not many coaches which do not exceed the comfort level provided by British Rail's diesel multiple units or the back seats of most cars. We can demonstrate this by arranging to have vehicles on display in key public areas on Saturdays and market days. Town squares are probably best but central car parks and outside railway stations are also good if permission can be obtained. Why not try a number of neighbouring towns or different places in the same town to catch a wider audience. If one operator cannot get permission why not approach the



authorities as a group and mount a joint display.

Uniforms, badges for the children and perhaps a free draw with the results published in the local paper the following week will help keep coaching fresh in the minds of your potential passengers.

One of the things that causes us the most operational headaches is the amount of legislation we have to meet, most of it concerned with greater safety for the public. Unfortunately the public are blissfully unaware that we are making such efforts, if they do consider coach safety it is normally in a negative light following newspaper or television reports of a serious coach accident. We should tell them that in order to gain and retain our Operator's Licences we have to meet stringent requirements with regard to our good repute, financial stability and maintenance facilities. Furthermore, the standards to which PSVs have to be maintained are, quite rightly, far more demanding than those for a car MOT test. In addition our drivers have strict limits on the hours they can work. All of these points are obvious to us but not widely appreciated by the public; a situation we have to change.

We know that the coach is one of the safest, most comfortable and reasonably priced means of travel there is, let's tell the public and not let them forget. Remember, when you get tired of the message, the public might just be starting to hear it.

Stuart Jones

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Year	Price	Chassis	Body	MOT Expires	Seats	Exterior Colours	Interior Colours	Power Door	Side Lockers	Curtains	Tinted Windows	Radio	Pa	Tape	Wheel Discs	
1981	£35,000	DAF MB200 DKTL	Plaxton Supreme IV	May 86	53 Reclining	White	Orange/Fawn	•	•	•	•	•	•	•	•	Crew Seat, Solid Rubber U/Seats
1981	£35,000	DAF MB200 DKTL	Plaxton Supreme IV	May 86	53 Reclining	White/Cream/Green	Orange/Fawn	•	•	•	•	•	•	•	•	Crew Seat, Solid Rubber U/Seats
1981	£19,000	Ford R1114	Duple Dominant II	March 86	53	White/Mauve	Red	•	•	•	•	•	•	•	•	
1980	£16,750	Ford R1114	Plaxton Supreme IV	November 85	53	Cream/Orange	Orange/Fawn	•	•	•	•	•	•	•	•	Laminated Screens
1980 (Dec)	£31,500	DAF MB200 DKTL	Plaxton Supreme IV	Sept. 85	57	White	Orange/Fawn	•	•	•	•	•	•	•	•	Crew Seat, Solid Rubber U/Seats
1979 (V)	£13,000	Ford R1114	Duple Dominant II	May 86	51 Reclining	Blue/White	Blue	•	•	•	•	•	•	•	•	Heated Laminated Screens
1979 (V)	£12,500	Bedford YMT	Duple Dominant II	December 85	53	White/Cream/Green	Red	•	•	•	•	•	•	•	•	Heated Laminated Screens
1979 (V)	£14,500	Bedford YMT	Plaxton Supreme IV	April 86	53	Cream/Orange/Brown	Red	•	•	•	•	•	•	•	•	
1979	£24,500	Volvo B58	Plaxton Supreme IV	May 86	50 Reclining	White	Red	•	•	•	•	•	•	•	•	Teima, Crew Seat, Bristol dome Bostrom D/S
1979	£11,000	Ford R1014	Duple Dominant II	March 86	45	White/Black	Blue	•	•	•	•	•	•	•	•	
1978	£19,750	Volvo B58	Plaxton Supreme III	May 86	50 Reclining	Cream	Red/Fawn	•	•	•	•	•	•	•	•	Laminated Screens
1978	£11,500	Bristol LHS	Plaxton Supreme III	April 86	35	White/Yellow/Black	Fawn	•	•	•	•	•	•	•	•	Mk IV Front Laminated Screens
1978	£10,000	Bedford YMT	Duple Dominant II	November 85	53	White/Red	Red	•	•	•	•	•	•	•	•	Heated Laminated Screens, Bristol dome
1977	£9,000	AEC Reliance 760	Plaxton Supreme III	June 85	49 'E'	White/Orange/Yellow	Autumn	•	•	•	•	•	•	•	•	Armrests, Laminated Screen, Ext. Step at door
1973	£5,500	Leyland Leopard	Plaxton Elite III	February 86	50 Reclining	White/Blue/Red	Red	•	•	•	•	•	•	•	•	Bristol dome
1970	£950	Bedford VAS	Duple Vista		29	White/Blue	Red	•	•	•	•	•	•	•	•	

Please note: The above prices exclude VAT. All vehicles are offered subject to remaining unsold. The year quoted denotes the year of first registration.

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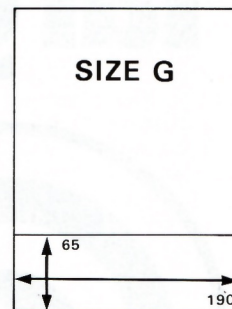
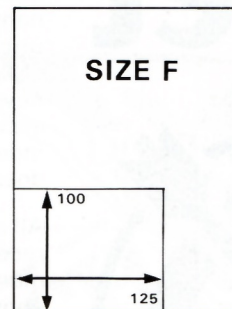
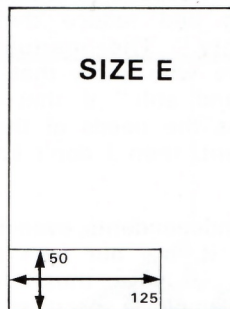
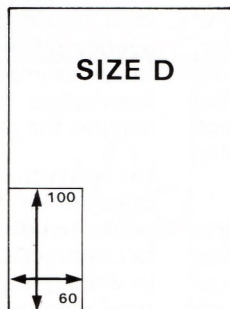
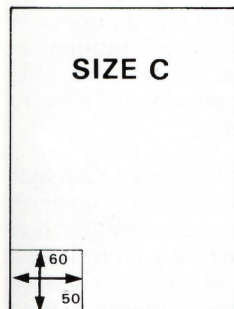


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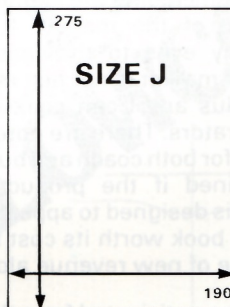
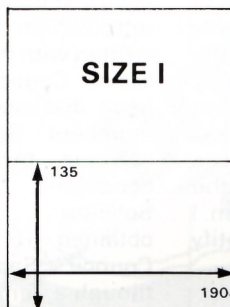
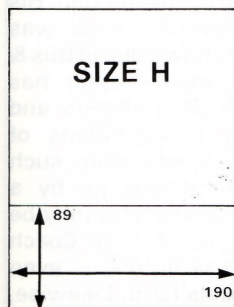
# The Coachmart Guide

to the UK Coach and Bus Industry 1985/86:

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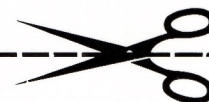
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# On Target



## Guide to Management

I suspect that Dr. John Hibbs, Director of Transport Studies at Birmingham Polytechnic, is seen by many as one who championed the cause of deregulation from road service licensing. Indeed he did do this and was, at one time, regarded as a heretic, (his word — not mine!) His views have now become the orthodoxy. I mention this in opening a review of his newly published "Bus & Coach Management — A Manual for Practising Managers in the Market" as the practical experience of coach and bus operation shines through the words of this valuable book. Not for a long time has a book held my attention well into the small hours of the morning, but this one certainly did. Although written in a style intended to appeal to students of public transport and the specialised managers found in larger concerns, it is equally readable and applicable to the "multi-purpose" managers so prevalent in the independent field.

I am convinced this is a book which should be read by all small and medium sized operators. If you are already thinking that a review of a book on management holds no interest for you as you are too busy actually running your business, pause and just consider this short extract: the effective manager needs to, "Respond to change as it is happening and reduce the area of uncertainty." The manual is for, "Managers who know that they can never stand still." If that does not encompass the needs of the average independent, then I don't know what does.

All of us independents, even if we fail to recognise it, are our own marketing managers — save those few large enough to employ a specialist. This book offers many useful approaches to marketing, including the identification of the extent of the market. It certainly opened my eyes to the fact that the passenger market is not just my existing buyers, plus any I can coax over from other operators. There are potential new travellers for both coach and bus services to be gained if the product and the approach is designed to appeal to them. I found the book worth its cost to identify this source of new revenue alone.

As might be anticipated from this author, he takes a very critical look at the concept of cross subsidisation; as well as the notion of "economy of scale". He illustrates this latter point by use of Government statistics which show that the national average of staff per vehicle in the independent sector was 1.2 employees against an average over all operators of 2.6 employees per vehicle. No surprise that the monolithic operators seem to have had their day, one only wonders why they lasted out so long; I can only agree with John Hibbs that subsidy must have had something to do with it.

I found the sections on costing and pricing particularly useful, but regret that all the financial matters were not grouped together. I can appreciate the difficulty in so far that, for example, finances come into employment, the provision of infrastructure and engineering. Although the necessity for financial considerations to be mentioned in an examination of such topics is beyond doubt, I would have preferred the whole spectrum of finances to have been grouped together with cross referencing from the areas where costs are incurred, since, without correct financial application across the whole range of associated activity in a business, meaningful management becomes impossible.

This slight criticism should not, however, deter a reader. I only offer the caution: do not read a single chapter and think that it is all that is said on the subject. There is almost certainly more hidden away elsewhere. This book is full of good homespun truths; that there are many

failures in the coach and bus industry through lack of allowance for depreciation and replacement, that there is a need to foster "house loyalty", that cash flow forecasts are vital, that stinting on wage and welfare benefits is detrimental to an operation, that job analysis is the basis for recruitment and that effective control of staff out on the road, on the counter or telephone, or in agency offices, all need monitoring. In these examples, and many more, this book gives helpful advice on how to achieve the objective.

I am sorry to say that I do have one major criticism of this, otherwise excellent, book; though I am unsure whether it is fair to direct it at John Hibbs. A prime rule in writing anything, which is even more true when a text book is involved, is to check the facts. Here, the author has used someone else to do this for him. His introduction tells how the book was written with the prior knowledge of Bus & Coach Council and each chapter has been discussed with BCC officers and members. Speaking of conditions of carriage, the book states that such conditions, "may be drawn up by a Solicitor . . . or a standard form may be obtained from . . . the Bus & Coach Council". Sadly, this is untrue — even though a demand exists for it. Likewise, we are advised that, "The complexity of labour law is one of the most compelling reasons for belonging to a trade association such as the Bus & Coach Council . . . from who up to date information and advice can be obtained." Would that it could. My experience is quite the reverse, they do not even have a draft contract of employment available, far less any advice to offer on discipline, pay entitlement, tax, statutory sick pay and the myriad of other problems which haunt employers. I think it reprehensible of BCC to not have honestly told John Hibbs that they could, or would, not provide operators with information on such subjects. Their failure so to do has resulted in unnecessary inaccuracies in a valuable reference work.

In writing a review of a book of this kind, one has to look at both the good and bad points. Although I have been critical on some matters they are insignificant in the overall range, scope and detail of this book. It is written by a man who clearly knows what he is talking about, who writes it in a readable style and gives in this single volume much valuable material relevant to all fields of coach and bus operation. Independent operators can do nothing but gain from reading it.

## "Marksman"

**Title:** Bus and Coach Management.

A manual for practising managers in the market.

**Author:** John Hibbs.

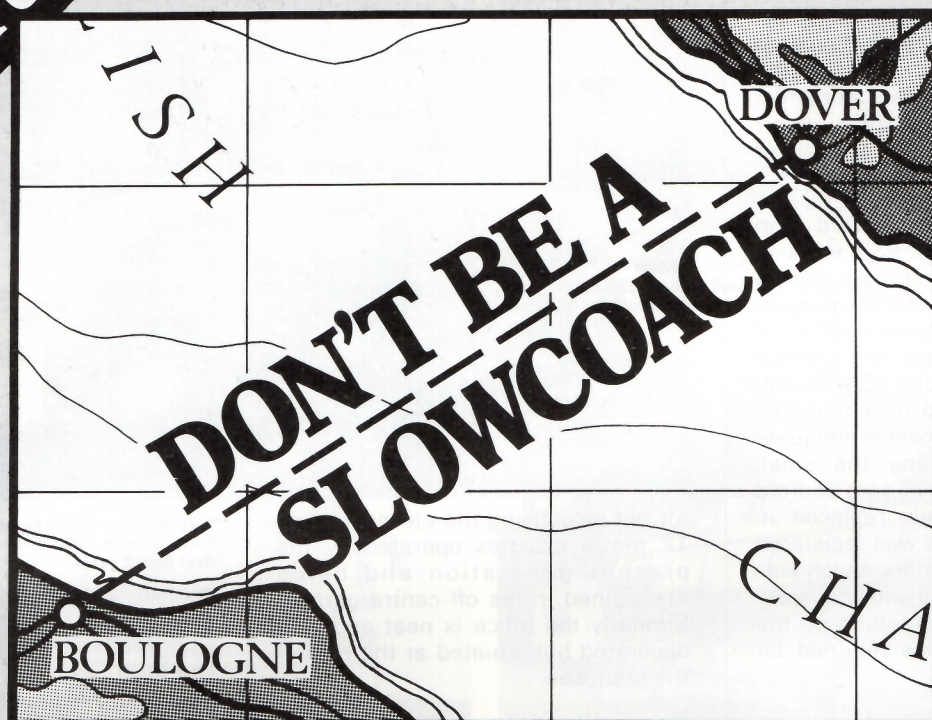
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For more information on sailings, contact Sealink or on the competition, contact Judith Smith on 01-437 5812. The competition ends on July 12th 1985, so book now.

# Boulogne

## The First Resort



# Robinson's of Stewkley



Five miles from Leighton Buzzard in the neat village of Stewkley the smart fleet of Robinsons is based. Their blue coaches have been part of the Buckinghamshire scene for more than fifty years. Appropriately, their premises in the main street are named Central Garage.

The founder of the firm, Edward John Robinson, commenced PSV work in 1933 from Ivy Lane, a rather narrow thoroughfare at the rear of the present site. In keeping with the rural nature of the original operations, the pioneer coach, a 1929 Chevrolet LQ bus with 14 seats, was stored in a thatched barn. The structure provided adequate shelter for maintaining the small vehicle and the larger 20 seat Bedford WLB which eventually replaced it. Ironically the first bus was registered with a Northants RP mark which was held to stand for "Robinsons Pioneer" and had "ER" in large letters on the side panels which was retained for obvious reasons.

The small Bedford survived into post-war years on local schools work to be replaced by a brand new petrol-engined Bedford SB with a rare Vega 33 seat body built by Brush at Loughborough to Duple design. The cream and blue coach was the pride and joy of the Robinson fleet for some fourteen years until upstaged by a seven year old petrol engined Bedford SB3 with 41 seat Duple Super Vega coachwork which became one of the hardest worked coaches ever owned. The amount of business which the vehicle generated during the travel-hungry post-war years was such that three more similar coaches were acquired.

Progress was not confined to rolling stock, the founder was astute enough to invest in a new brick built garage as long ago as 1953, although his son Barry now claims it is badly positioned on the site. Owning only two Bedford OBs and an SB over thirty years ago, his father could perhaps be forgiven



Robinson's first vehicle was this 1929 Chevrolet LQ 14 seater purchased in 1933.



for not visualising the eleven 11 and 12 metre coaches operated by the present generation and being maintained in his off-centre garage! Similarly the office is neat and well decorated but situated at the rear of the premises.

Fortunately only a small proportion of Robinson's customers actually have a need to call at the garage personally, much of the contact is via the telephone which is constantly manned. During office hours manager Dennis Ashburner, a one-time Buckmaster of Leighton Buzzard driver who still drives regularly on contracts and at busy times, will be available. Similarly Barry's wife, Irene, who attends to all the accounting side of the company business spends her working day in the office attending to numerous phone enquiries. At other times Barry's brother and co-partner, Brian, will man the "fort", whilst out of hours the night switch diverts all calls to Barry's home, which is opposite the garage premises.

As a true family business, B.J. & B.E., Robinson have been the licenced owners since their father's death in 1971 and have built up a small fleet of modern coaches of which he would have been justifiably proud. Progress has always been marked with caution, careful thought being given to the purchase of sound rolling stock which during the seventies was consistently five or six year old coaches. The major upgrade which the present owners made was to replace the 41 seat petrol engined fleet with 52 seat diesel coaches.

In the early days vehicles were purchased from other local operators

Seen in Clacton when a month old, this 1951 Bedford SB with Brush "Vega" 33 seat coachwork served the fleet for 17 years.

or dealers in the locality such as Shaw and Kilburn or Tricentrol, both of whom had stock based in Bedfordshire. The favoured types were the Bedford VAL and the Ford R226 with either Duple or Plaxton coachwork. The last twin steer VAL left the fleet in 1978 whilst the Ford R series still features in the current stock, all current examples having Plaxton bodies. Duple products had been a consistent feature of the fleet for four decades, although from late 1981 until early this year no examples were operated.

The tradition was revived with the acquisition of two Dominant II bodied Bedford YMTs, formerly in the Tourmaster fleet. They look particularly smart in Robinson's current livery of duo-blue and silver which was applied by Chassis Developments. Normally all acquired stock is resprayed at



Above: Semi-austerity 28 seat Duple bus bodies are fitted to this pair of Bedford OBs which were photographed outside the original thatched garage.

Below: One of four 41 seat petrol engined Bedford SB3s, the last of which was replaced by a 52 seat Ford in 1975.







# a look at some of the fleet.....



Currently the oldest vehicle in the fleet, this Ford R226 was purchased from Armstrongs of Bletchley in 1976.



This Plaxton Elite bodied Ford R1114 was new to Salopia of Whitchurch and has been with Robinsons since 1979.



The youngest Ford in the fleet arrives in Stewkley High Street on the service from Leighton.



New to Kettlewells of Retford, this 1975 Bedford YRT Plaxton Elite 53 seater was acquired in 1980.



Two of these 1980 Bedford YMT Duple Dominant IIs were recently purchased, having been delivered to Tourmaster.



The second of the four Bovas and the only one not to have been entered in the Brighton Coach Rally.

Stewkley all other used acquisitions in the present fleet having been repainted in this manner. Some of the older stalwarts have been dealt with twice as they were originally in a cream and blue scheme which was standard until 1982 when a dramatic change of policy occurred following the delivery of the first new coach for over 30 years.

In order to offer something special for quality private hire work and attract

increasing clientele to the expanding tours programme, it was decided to invest in a new heavyweight coach. Very careful consideration was given to all the possibilities available and the family decided that the best value for money was the DAF engined Bova. Their decision was further influenced by the fact that 90% of the used acquisitions had been purchased from the Moseley Group. Thus, although the foreign product was a complete breakaway from previous policy they

had established trust in the organisation supplying the new vehicle.

On delivery of the new machine, Robinsons conducted an excellent public relations exercise to let the local press, the trade and the world in general know that new levels of luxury were available from the Stewkley based concern. The letterheads were changed from showing a Plaxton Elite to a Bova Europa, local newspaper





adverts were altered to incorporate artwork featuring the vehicle and the tours brochure, produced by Queenprint, showed the same new coach on the cover. Robinsons present a very professional image using what must rank as one of the most attractive business cards in coaching.

The new coach was delivered in time for the 1982 Brighton Coach Rally and the Robinsons decided to further their flag-waving exercise by entering the event. Although they failed to gain any awards they enjoyed the camaraderie and have entered each year since. This year their persistence was rewarded when a large and most unusual cup was presented to Barry Robinson by the Mayor of Brighton. The sputnik shaped trophy was awarded for the top Bova in the Concours d'Elegance by the Moseley Group and currently stands in a prominent position in the office. The vehicle that won the award was the company's fourth Bova, their first Futura and was making its second appearance at Brighton.

Barry admitted that buying four new vehicles in two years was an almighty gamble to take but claimed that the strain on the financial resources and the resulting personal anxieties had turned out to be worthwhile. The Bovas have proved to be popular with passengers and staff. Equally importantly they have been reliable in operation and not unexpectedly expensive to maintain. Gordon, the chief engineer, keeps all the vehicles on a very strict servicing rota which ensures the constant reliability of the fleet. This has paid dividends to such a degree that the Bedford TK towing wagon, necessary when the fleet consisted largely of Bedford VALs and pre-turbo era Fords, has been sold without replacement. Barry mused that he would like a complete fleet of Bovas, but there are still a lot of tasks for the older lightweights to perform.

Irene Robinson commissioned this glazed plate which was handmade in Stewkley to celebrate the company's Golden Jubilee.



Robinson's latest Bova, a Futura. Barry displays the trophy which it gained at Brighton.

For the past thirteen years contract work has required a 5 am turn-out and an 11 pm return for the last vehicle. Several of the fleet are used to convey workers to a vast clay working on the Dunstable downs which is mined by the Rugby Portland Cement Company. From this plant the product, in slurry form, is pumped some eighty miles by large underground pipes for further processing. When Bovas are diverted onto this work older sections of carpet are used as the passengers tend to leave a trail of white footprints up the gangways! No such problems exist with the staff of Gossards, the brassiere manufacturers at Leighton Buzzard nor with those from the Aquascutum clothing factory at Bletchley where quality products for their Regent Street shop are produced.

With such a critical audience it is essential for Robinson's staff to be smartly attired. The eight full-time drivers, the two regular seasonal staff employed for six months each year, and the two proprietors all wear smart blue blazers and matching ties. The frontline fleet is allocated on a one man, one coach basis which ensures pride in their vehicles and a consistently well turned out fleet.

Brian Robinson at the wheel of the third of the three Bova Europa 53 seaters bought new within a year.

Even the stage service driver is encouraged to wear his uniform to maintain the professional approach.

The bus service which Robinsons provide links the local villages with Leighton Buzzard on Tuesdays, Fridays and Saturday mornings. The work justifies a Setright Speed ticket machine but regrettably did not cover enough miles per week to qualify for a grant aided new coach. The route was, until 1974, operated by Tricentrol who had acquired it with the business of Buckmasters of Leighton Buzzard. The timings of the service are such that the coach employed can be used on school contracts before and after the runs.

As with most rural operators, school contracts are important for survival through the lean winter months, whilst placing certain limitations on vehicle flexibility in the busier seasons. At one time the requirements of Buckinghamshire County Council justified the purchase of a double-decker. Initially an ex-Hebble AEC Regent V was acquired, repainted blue and prepared for a new C.O.F. but resold without being used. The replacement was a larger AEC Bridgemaster 76 seater purchased from the Red Rover Omnibus Co.,







based at Aylesbury only eleven miles away. The vehicle was used on a school journey to Leighton Buzzard for a full year by which time the numbers had fallen back to a level that a 52 seater could cope with. Barry recalls he had no regrets in the deker's demise as it always seemed to be his turn to drive the beast!

Other duties have included express

service reliefs for East Kent to Ramsgate and Nottingham and workings for National Travel (London). Regular specialised work includes provision of the team coach for both Wolverton Town and Milton Keynes Borough football clubs which involves covering only six dead miles. Similar distances are involved when spares are required for the running units of the Bovas as comprehensive DAF

**Barry Robinson samples a Scania K112 demonstrator with Jonckheere P599 coachwork on a visit to Wembley for an International hockey match.**



stores are available in the new city. Weekly van deliveries visit Stewkley supplying Bedford and Ford components ensuring the continued smooth operation of the entire fleet, which currently includes three Bedfords and four Fords.

The Robinson enterprise can fairly be described as very well balanced. The fleet contains an excellent front-line, very good back-up, and a set of smart contract/school stock. The work varies from first class touring including regular visits to France and Germany, through a diverse range of private hire requirements down to mundane contracts, schools and stage duties. For seven years prior to July 1984 a small haulage fleet of Scania, MAN, and Volvo units was operated from a yard at Dunton, but these proved incompatible with the PSV workings so the assets were sold. Very good relations are maintained with all the fellow members of the North Bucks. Operators' Association which leads to much inter-hiring at busy periods. Robinsons have established an excellent reputation and are well known as the "men with all the Bovas" proving the success of their marketing efforts.

**Geoff Mills**

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1982 BEDFORD YNT Dominant 53 seats,  
MOT Jan 86, blue & white, red interior,  
radio/pa.  
1980 BEDFORD YMT Unicar 53 seats, blue  
and white, MOT Jan '86.



1978 LEYLAND LEOPARD Plaxton 53  
seats, cream with orange/blue stylelines,  
MOT June '85. (illustrated).

1978 BEDFORD YLQ Plaxton 45 seats,  
long annual.

1978 BEDFORD YLQ Duple Dominant 45  
seater.



1977 LEYLAND Leopard Dominant 53  
seats, blue and orange, MOTs Nov 85 &  
Apr 86, choice of two. (illustrated).



# Bova Futura Evaluation

The Bova Futura, marketed in Britain solely by the Moseley Group, has met with a mixed response since its introduction in September 1982. Its bulbous nose, claimed to be more aerodynamically efficient by its manufacturers, was not readily accepted by the majority of British operators more familiar with fairly flat front sections. Other vehicle manufacturers and coach builders had introduced sloping windscreens and curved front panels but the Futura was so far in advance of these styles that it took the industry by surprise and had initially to overcome operator resistance rather than the wind resistance it was designed to overcome. It did however seem to capture the imagination of tour operators, who are always looking for something different to attract the travelling public. Bova Europa models have been fairly successful in the UK, for some the Futura was a natural progression and readily accepted on that basis. Two and a half years after its introduction, the Futura is selling in ever increasing numbers, its shape familiar and acceptable. Recently Coachmart were offered a high floor model for evaluation and set out to investigate its merits. The coach with an unladen weight of 10,310 kg (10.14 tons) was loaded to 11 stone per seat (49) to represent passengers and luggage, giving an all up weight of 13½ tons.

The Futura is integrally constructed, consisting of a fully anti-corrosion treated frame with one piece steel side panels and GRP moulded front and rear sections. Fire retardant thermal insulation materials are sandwiched inside roof and sidewall cavities. Externally the body sides are flat with tinted double glazed windows bonded into their frames. Trim is minimal, black strips below the windows and at waist level. The central luggage bays are

generous offering up to 12 cubic metres on the high floor model, although on the test vehicle some of this was lost by the inclusion of a sunken toilet and driver's sleeping compartment. Even with these items fitted there is still adequate space for luggage which can be easily loaded through the large hinged flaps at both sides of the coach. A non powered Continental entrance was located at the centre offside, and an emergency door at the rear offside. The rear of the coach has a slight vertical curve and the side edges are smoothly rounded. Engine access is through a large vertical lifting flap, very finely balanced and easy to open and close. The associated engine components are located behind panels on either side of the coach, aft of the rear axle.

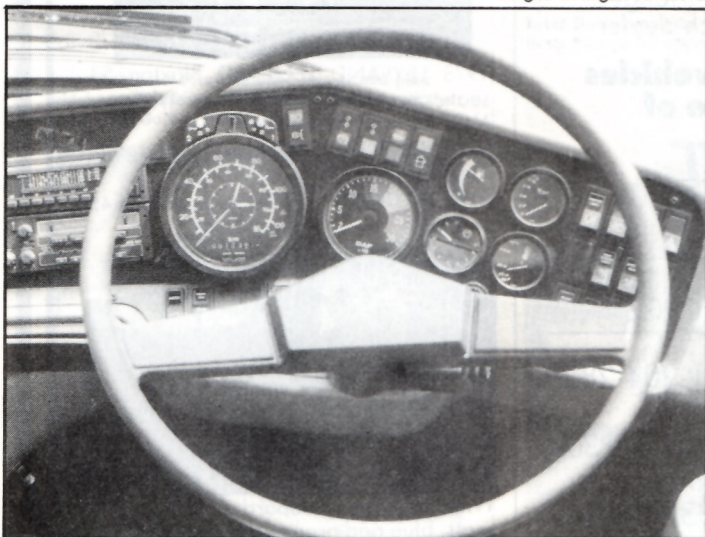
It is the front of the vehicle which is the most striking. A large one piece windscreen reaches from roof to a fairly low facia level and is both curved and sloping. Below this the front panel protrudes even further before curving inwards towards its lower edge to form an air dam whilst still retaining a pronounced horizontal curvature. The nose shape is further accentuated by the driver's and passenger door windows which slope downwards to the foot of the windscreen angle. Twin halogen



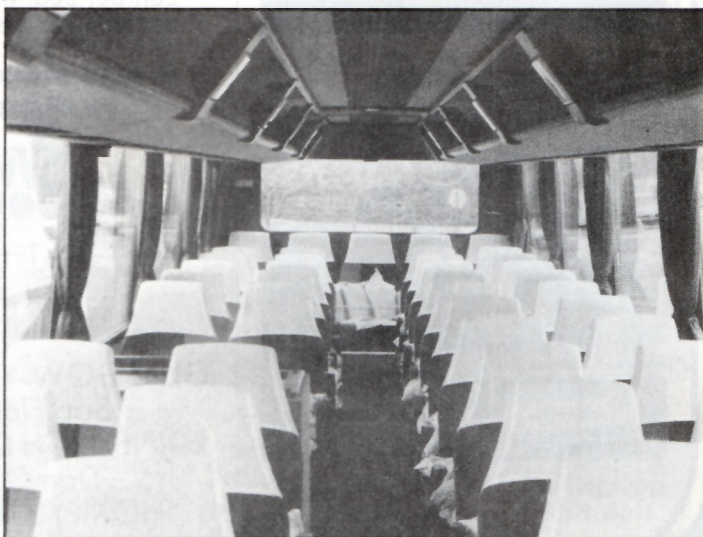
The large curved one piece windscreen allows passengers excellent forward vision. Sitting well forward in the windscreen curve gives a wider angle of sight to the driver.

headlights are mounted low in the air dam section. The lower centre portion of the front panel hinges downwards. It can be released from the driver's position to allow removal of the spare wheel which is mounted behind it and it also forms a step for windscreen cleaning.

Inside the plug door, four steps rise to the entrance floor, at which level the driver and courier are situated plus a further two up to the aisle. All steps are of a comfortable height and have generous tread areas. The risers on the door steps slope inwards towards the bottom to give even greater foot room. At the centre door there are five slightly steeper steps leading directly up to the aisle. The interior of the test coach was fully soft trimmed in grey with a moquette lined roof centre that matched the seats. Linoleum flooring is normally used under the seats with sponge backed rubber in the aisle, however on this coach both the aisle and entrance were enhanced by the use of red heavy duty ribbed carpeting, added as an extra. Seating consisted of 49 Bova recliners. An additional two double seats were stowed in the luggage bay allowing a full 53 passengers to be carried when the detachable top of the toilet is removed and floor panels replaced to cover the toilet base and centre stepwell. Full length parcel racks which are quite spacious by modern standards, run along both sides of the coach with individual control panels above each seat. The air ducting within the racks is continued above the rear seats in a "U" section. Heating is ducted along the base of the sidewalls. Ventilation is provided via the rack panels and through two non glazed sliding sections situated in the front and rear of the roof section. These have deflectors on the roof in front of them and were found to create no buffeting of the air when open. The roof centre is uncluttered, the



The dashboard is small with full instrumentation neatly displayed and visible to the driver. Only the start switch, tucked behind the right hand spoke, was difficult to reach.



The interior was comfortably trimmed and well finished. Parcel racks were a generous size with saloon lighting incorporated in their supports. The coach was loaded with sandbags to represent a full passenger load.





The Futura has generous luggage bays even with centre sunken toilet and driver's bunk fitted.

saloon lights are mounted in the rack supports and the radio speakers in the individual panels each with an independent volume control.

The centre toilet was equipped with a wash basin and the customary other fittings and offered a reasonable amount of internal space. The top was flat featuring a moulded tray with lipped edge suitable for mounting a drinks vending machine. Entrance to the sleeping compartment from the stepwell was made through two spring loaded half doors opening inwards, these I felt were much neater and easier to use than the conventional single door opening outwards over the steps. The driver's sleeping compartment was situated aft of the centre stepwell with access available from the stepwell and through external entrances on both sides of the vehicle. It was wide enough for a large person to lie comfortably and with sufficient head room at the step entrance end to sit up or gain entrance with little bodily contortion. It was equipped with lights, radio speaker, heater and an intercom to

the drivers position.

The drivers area was extremely well laid out and comfortable except for a couple of minor points. The Webasto control panel was mounted on the wall below the drivers window, level with the back of the seat and the ignition switch was hidden behind the steering column. From the seat I could see the heater control unit by turning round but could not see the indicator key or the symbols on the control buttons. The ignition is mounted on the lower part of the sloping instrument panel behind and to the right of the column. It is further blocked by a substantial multi function control stalk on that side of the steering column. It is not difficult to reach between the steering wheel rim and the single cross spoke to insert the key but if the ignition key is on a ring with others for the coach the operation could be awkward. Once in position the keys did not interfere with any other controls or switches. Apart from these points all other items on the panel are well sited and visible. The tachograph and rev counter are directly



The clean lines and uncluttered panel areas allow operators freedom to adopt adventurous livery schemes.

in front of the driver with the ancillary instruments and switch panel to the right and the Blaupunkt radio/cassette/pa to the left within reach of the reclining courier seat. Warning lights are grouped above the rev counter and the master power, engine stop and cold start switches are located on a flat section at the base of the panel. A console below the driver's side window houses the handbrake, the door controls and the suspension raise switch. The centre of the facia has an oddments tray on top with intercom telephone and heater controls on its sloping face, left of this the facia curves inwards allowing more space in the step and entrance area.

Sitting in the driving seat one is aware of the colossal field of vision afforded by the rounded sloping screen. It is like sitting in a glass bowl. The curve brings the side pillars well back giving around 140° of visibility left to right. Rearward vision is also good using long armed mirrors forward of the screen at both sides, plus an overtaking mirror close to the offside pillar which is viewed through the driver's window. The test vehicle had an additional downward facing mirror above the door window, which proved very handy when manoeuvring in tight corners. Driver comfort is good with a Bremshey fully adjustable seat and the steering wheel adjustable for height and the rake. The gear lever protrudes from the floor by the drivers left foot giving unhindered access to the seat.

Driving the Futura was a pleasure. It handled well and was always responsive and controllable whether the power from the DAF 250 bhp engine was used to maximum effect or driven gently. The DKT 11.6 litre engine develops maximum torque at 1300 rpm and therefore can be used to good effect to keep progress smooth and even. Clear colour banding on the rev counter helps the driver gain maximum efficiency from the unit. On motorways it was extremely easy to maintain 70 mph partially due to the engine's power but mostly because at this speed the aerodynamic nose is doing its job of carving through the air. The effect of the nose is noticeable when passing other large vehicles. On most coaches a shudder can be felt as the

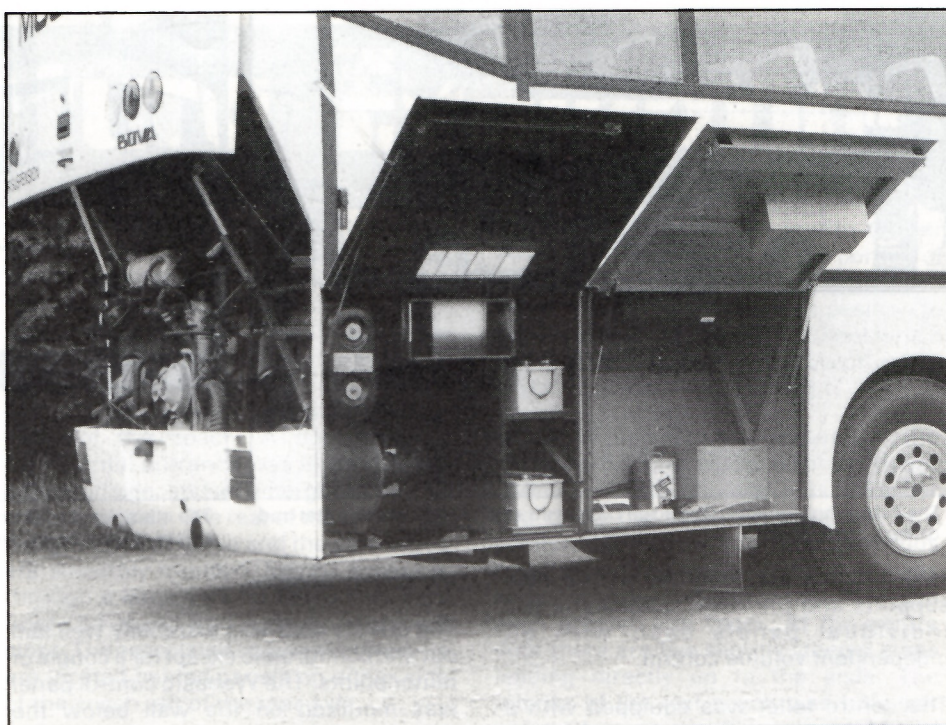


The aerodynamic shape of the Bova Futura generated much discussion when introduced, now it is readily accepted.



vehicle slams into the pocket of air displaced by others, this was not so with the Futura. At 70 mph the rev counter indicates 2,050 rpm. The ZF S6-90 six speed gearbox has sixth as an overdrive ratio providing effortless cruising at fairly high speeds and economy at lower speeds. At a steady 1,500 rpm sixth gear produces 52 mph. 30 mph is too slow for the overdrive gear. I found that in fifth gear the engine, although only turning at about 1,050 rpm, would pull away smoothly but if more rapid acceleration was required fourth was capable of taking the speed to 47 mph. Even though the vehicle was fully loaded there was no indication of the weight in lost engine performance. Gears were easy to locate and engage although there was a lot of movement across the gate particularly between first/second and third/fourth.

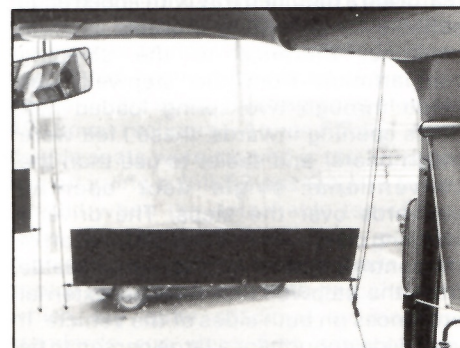
The power assistance to the steering was amongst the best I have ever tried. There was just enough power to take the effort out of turning the wheel. There was no jarring or vibration passed through the steering mechanism. Full air brakes provided safe stopping under all conditions with no imbalance or pulling to one side even with hard pedal applications. No retarder was fitted to the coach but the exhaust brake proved reasonably effective providing it was used in conjunction with gear changes to maintain the engine speed. The Futura has full air suspension, that at the front being independent. This allowed a little roll on fast corners but was predictable and not uncomfortable. There was also a slight dipping of the front under braking. Overall the ride was excellent and the coach remained sure footed throughout the test even on some pretty hairy bends in central Wales. During the drive I noticed a very minimal tendency to oversteer but I doubt that this would be perceptible under normal driving



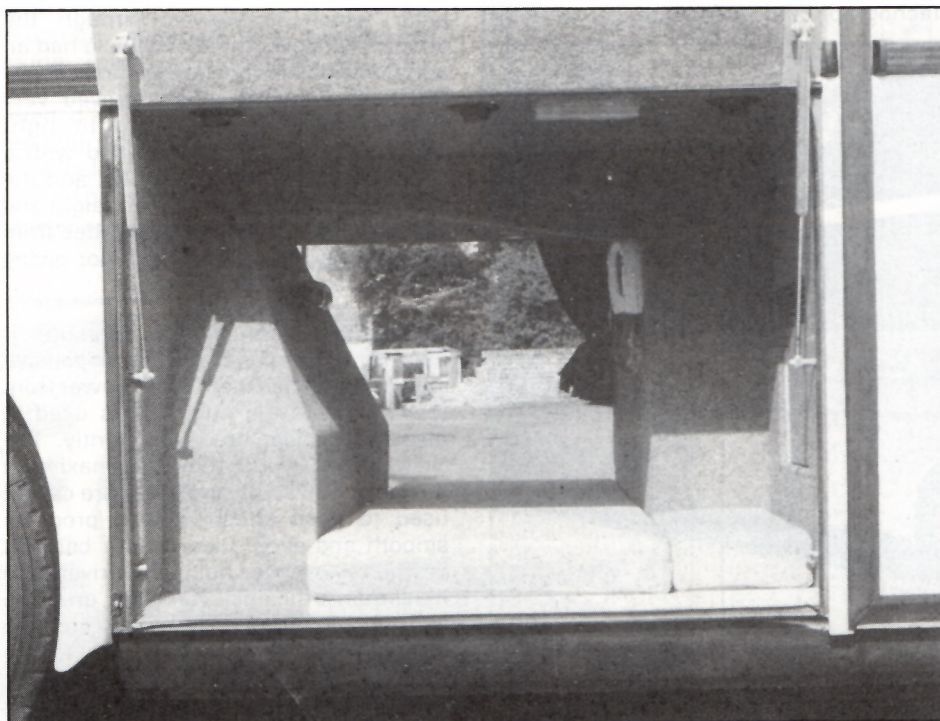
Access to the rear mounted DAF engine and associated components was good. An additional locker suitable for tools and the driver's belongings is situated at the offside rear.

conditions.

Sound level checks carried out during the test showed the coach to be very quiet even over the engine compartment where there was only 4 db difference between 30 and 70 mph. The highest noise level was at the front of the coach at 70 mph where, due to a badly adjusted péage window causing a whistle, 78 db was recorded. A better fitting window could have reduced this figure by 3 or 4 db. Apart from this the sound levels in all areas of the coach remained fairly constant at between 68 and 73 db. All recordings were made in sixth (overdrive) gear.



Saran type sun blinds provided protection for the driver whilst still allowing vision for passengers. A roller blind was fitted to the driver's side window also.



The driver's sleeping compartment was one of the largest I have seen with plenty of room to move about or sit up.

Fuel usage was checked by filling the tank to the neck before and after the test. The same pump was used with the coach standing in exactly the same place to ensure that any unevenness of the ground would be compensated for. After 347.6 miles of driving including maximum speed motorway sections and much low gear work on winding back roads in the Welsh hills, 32 gallons were needed to refill the fuel tanks, giving an overall fuel consumption figure of 10.86 mpg. Considering the route taken I felt that this was quite good and indicative of the effect of streamlining the body shape.

If I had any reservations regarding the Bova Futura's potential this test certainly dispelled them. It behaves well, is comfortable to ride in and a pleasure to drive. Like many others I was not sure about the shape when I first saw it but it has grown on me since and, judging by the number of other Futura's seen on the road during the test run, grown on a lot of other people too. Although not advertised as one of its attributes I found the curved nose useful when negotiating awkward turns. Leaving the car park of the hotel in which we spent the night the street was lined on both sides with parked cars. The



frontal roundness allowed me to get much closer to them, and minimised the amount of shunting backwards and forwards required. The Futura may look a little unusual but the shape seems to fulfil the aerodynamic claims made for it. It could also attract hirers, the travelling public appear to like riding in something which looks different.

The Bova Futura is available in the UK through its sole concessionaires, the Moseley Group of companies. Telephone Loughborough (0509) 213232, Gloucester (0594) 23081 or Glasgow (0236) 22445.

#### Specifications

##### Bova Futura FHD

**Engine:** DAF DKT six cylinder in line turbocharged, direct injection diesel mounted vertically at the rear.

**Capacity:** 11.6 litres.

**Maximum Power:** 206 Kw (280 bhp) at 2,200 rpm.

**Maximum Torque:** 1,085 Nm (800 lbf/ft) at 1,300 rpm.

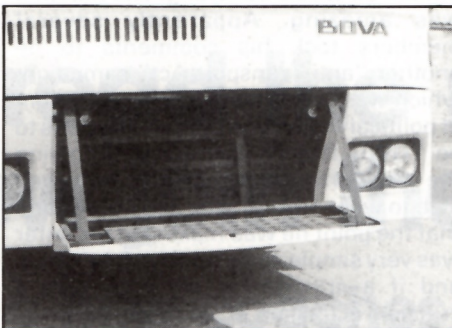
**Gearbox:** ZF S6-90 six speed overdrive on sixth.

**Clutch:** Single dry plate 420 mm dia air/hydraulic operated.

**Suspension:** Full air, four bellows rear, two bellows front, front independent long and short arm wishbones.

**Steering:** ZF 8034 integrally power assisted.

**Body:** Integral fully anti-corrosion treated frame with one piece steel side panels and GRP front and rear sections. Sides and roof insulated with fire retardant materials, bonded tinted glass,



Spare wheel storage is at the front of the Futura behind a panel which doubles as a step for windscreen cleaning.

toughened side screens and tinted laminated windscreen.

**Interior:** Full soft trim, 49/53 reclining seats, sunken centre toilet with removable top, plug door, offside centre entrance and stepwell, driver's bunk, individual reading lights and vents, two non glazed roof panels, full draw curtains, courier seat and sound system with two microphones and 26 speakers.

#### Dimensions:

Overall Length	12.0 metres
Overall Height	3.515 metres
Overall width	2.49 metres
Wheelbase	6.09 metres
Turning circle	22.0 metres
Unladen weight	10310 kg (10.417 tons).

#### RPM at speeds in sixth gear

30 mph	900 rpm
40 mph	1200 rpm
50 mph	1500 rpm
60 mph	1800 rpm
70 mph	2050 rpm

**Ray Pearson**



Steps up to the entrance floor were easy to climb, two further steps rise to the aisle. The courier seat has armrests and a reclining back.

#### Speeds in Gears

Ratio	Max Speed (2,250 rpm)	At 1500 rpm Constant
1st 6.37 : 1	10 mph	4 mph
2nd 3.71 : 1	17 mph	10 mph
3rd 2.15 : 1	30 mph	19 mph
4th 1.36 : 1	47 mph	30 mph
5th 1.0 : 1	65 mph	43 mph
6th 0.82 : 1	70 + mph	52 mph

(Rear axle ratio 4.110)

Lowest comfortable pulling speed in sixth gear 38 mph.

#### Interior Noise Levels

	Front	Centre	Rear
30 mph	68 db	68 db	69 db
50 mph	72 db	70 db	71 db
70 mph *	78 db	72 db	73 db

(\* Whilst from ill fitting péage window added to this recording)

#### Fuel Usage:

Total distance 347.6 miles, fuel used 32 gallons, consumption 10.86 mpg.  
Coach laden to equivalent 49 x 11 stone passengers (13.5 tons)



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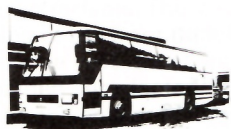
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# N BUS T S

Every so often there appears outside the office window a strange looking character armed with camera, notebook and duffle-bag. Like the first cuckoo, he (occasionally she) heralds the start of the "bus-nut" season, and your reaction to this phenomenon will now doubt be as varied as members of the species themselves, ranging from the fitter I know who will readily spend all day discussing some long departed and obscure machine that we once operated to the driver I also know who will charge, with lights blazing, straight at anyone pointing a camera in the direction of his bus.

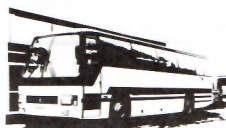


Bus enthusiasts fall into many categories, one of which must, surely, include all operators. However, buses do not seem to have that universally acceptable enthusiast appeal that surrounds railways. It would seem to be quite normal to have a fixation about railways, especially steam-hauled but also the latest technical developments. However, to be interested in buses you must be a bit of an odd-ball.



I have been steered onto this track (!) by the recent newsletters of an enthusiast society of the more of the more parochial sort. I receive complimentary copies because they regularly print information about developments in Privateerbus Ltd., alongside similar information about other fleets in the area. It is often most edifying to read that the 2105 journey from somewhere to somewhere else was worked by vehicle 106 which normally works route 24 instead of route 58. It is occasionally highly amusing to read that one of our vehicles has been withdrawn from service when I could have sworn I had just re-taxed it.

Anyway, one of my drivers, who happens to be a member of this society, had written a letter to the secretary suggesting that members could perhaps support the source of their hobby by actually riding on buses occasionally. He had pointed to the decline of patronage in rural areas and warned that bus services which are not used are likely to disappear. Very fundamental stuff and not particularly contentious, you may think. You would be wrong. The reaction was amazing. Apparently several members took his comments to be another "anti-Transport Act" campaign, which was unjustified, and accused him of political motivation (he also happens to be TGWU Branch Secretary). Knowing the man personally I know that he is well able to wear several hats separately, and that the point he was making in his letter was very simple, to be taken at face value, and if a criticism of anything was a criticism of the lack of practical interest of society members in their hobby.



I find it all rather sad, as this sort of ostrich attitude only serves to alienate bus enthusiasts on the outside of the industry from those within it and enforce the view of many bus drivers in particular that "bus-nuts" are a bunch of loonies who ought to be certified. I accept that hobbies are usually intended to be a source of pleasure, but to indulge in a hobby which involves expecting co-operation from people for whom the subject is a matter of making a living, without being prepared to give anything in return, seems very selfish and one-sided. The pity is that these people can easily be taken to represent all bus enthusiasts, whereas there are, in fact, many bus enthusiasts who make a useful and even valuable contribution to the industry as a whole.



I have had considerable contact in recent years with the PSV Circle, which has made me aware of how much archive material has been gathered by that organisation, and continues to be gathered. Most of us are far too busy thinking about tomorrow to be bothered with the past, and yet we can ill afford to forget the past or not to learn from it. The existence of enthusiasts who dedicate countless hours of their time to monitoring the industry is to be welcomed and encouraged, and I have found that they are only too willing to share that information. Similarly, I know of operators who have benefitted from the publicity gained from enthusiast-produced books and leaflets about their services and their operations. I suppose that, so far as I am concerned, bus enthusiasts fall into two camps: those

who understand that, for bus operators, the most important thing is what a Traffic Manager of an NBC subsidiary once called "bums on seats", and those who do not. The former are welcome, the latter are not.

★ ★ ★ ★

You know what I think about politicians. I try to be fair to them, and equally vitriolic to either Right or Left, or, for that matter, Centre. I try very hard to ignore them, but not with complete success. I must admit to occasionally staying up late to watch "Question Time" for the enjoyment of seeing them trying to score points and being slapped down by Sir Robin (and his recent substitutes), and I might even go as far as to admit a grudging respect for one or two of them.

Now we all know that our present government takes its job very, very seriously. It displays no sense of humour whatsoever, and it takes a very dim view of flippancy. It is very busily engaged in rooting out the evils in our society, and one of the biggest evils is the People's Republic of South Yorkshire. For those of you who have been holidaying on Pluto for the last couple of years, let me explain that South Yorkshire Passenger Transport Executive have deliberately held down bus-fares in recent years, with the obvious result that the ratepayers subsidise bus passengers to a very considerable degree. A substantial number of South Yorkshire businessmen will tell you that their rates are at a crippling level and will show you boarded up empty shops. South Yorkshire Passenger Transport Executive will, however, point to the constant stream of double-deck buses carrying full loads at all hours of the day and night, most of the passengers on their way to or from spending money in local shops and places of entertainment.

I would not suggest that the situation in South Yorkshire is as cut and dried as either the pro's or the anti's claim, and I would certainly not wish to appear to be taking sides! However, I received through the post the other day a copy of a South Yorkshire Passenger Transport Executive publication entitled "A Hitch-hiker's Guide to the 1985 Transport Bill". I sat down to read it fully expecting another boring, left-wing tirade against equally boring right-wing policies. To my surprise I found it a very useful book, simply laid out to explain some of the principles of the Bill, some of the "jargon" words being bandied about, and various aspects of bus operation. Of course, it took a critical approach, but at least it was a reasoned critical approach. I recommend you read it. Write to Mr. Steve Arnold, PRO, at Exchange Street, Sheffield, and make your own mind up.

If any politician is going to influence me at all, it will not be the one who tries to bully me. It might just be one with a sense of humour, though.

**Privateer**



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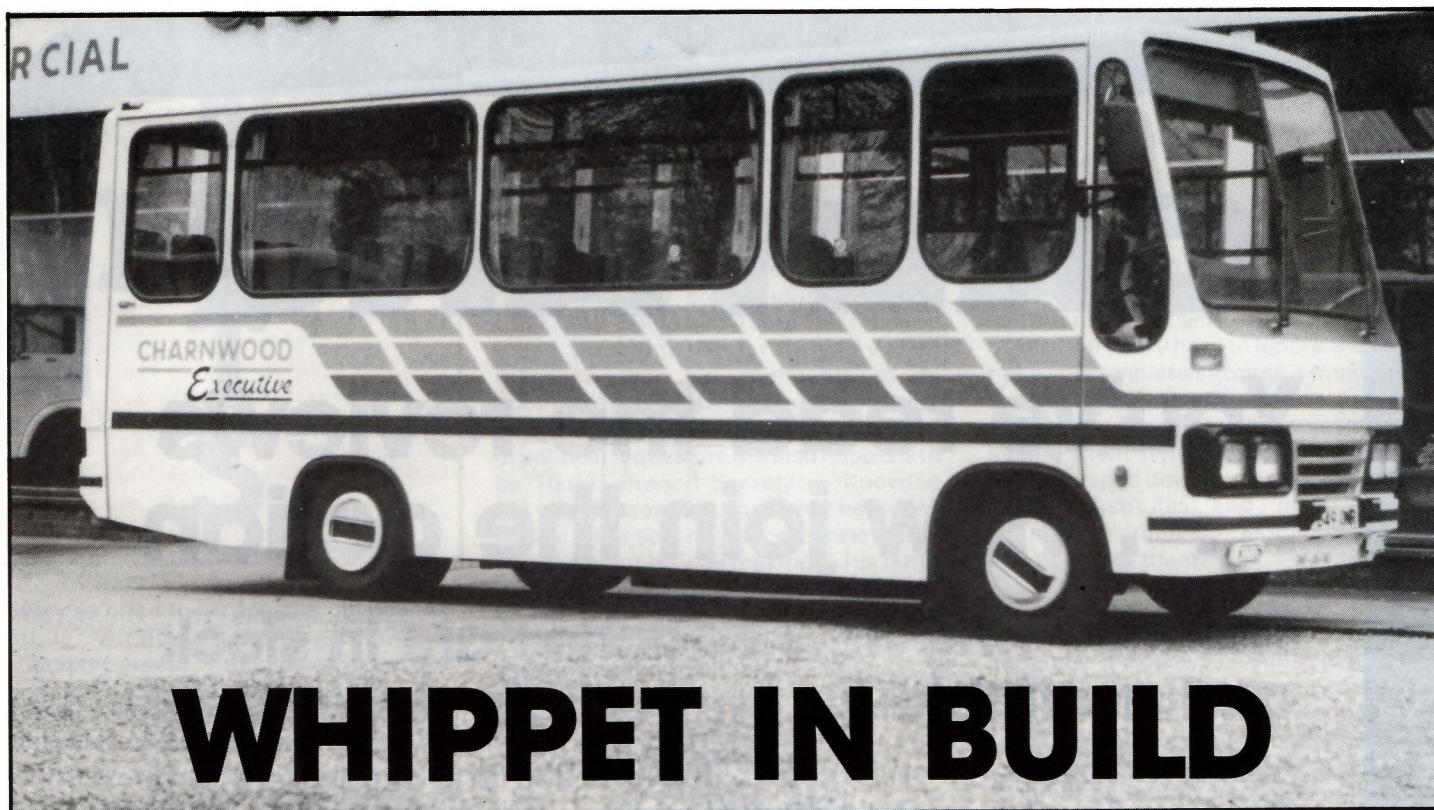
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# WHIPPET IN BUILD

DSB Sales Ltd of Loughborough, having sold the first psv specification Whippet midi coach, are now embarking on a planned construction programme for the vehicle. A special order for two coach versions is nearing completion and a further two are in the preparatory stages of construction. The first Whippet was delivered recently to Mr. Rodney Schofield of Around and About Charnwood Mini Coaches and the next pair are destined for Hagues Coaches of Platts Bottom, Barnsley. The final two will become demonstrators initially, one for DSB Sales the other probably for David Brason Coach Sales who, it is almost certain, will also market the vehicle.

The coach purchased by Rodney Schofield is already proving popular with his customers. One of its first assignments was a five week spell of work in Holland with parties of American visitors. It is constructed to what DSB describe as standard specification with full soft trim and 25 seats, 20 of which are recliners. This arrangement allows a generous amount of legroom. Rodney started his mini coach services using van conversions, but after adding a Beja to his fleet a little while ago, found that coach built vehicles were more readily accepted by his clients. The 25 seat Whippet will, he feels, be very popular with small parties and enhance his business. The vehicle is based on an M.A.N. 8.136F, 4.25 metre wheelbase chassis.

The two being built for Hagues are designed specifically to take disabled passengers in wheel chairs plus normally seated passengers. Built on Leyland Cub 4.35 metre wheelbase chassis the coaches have a totally flat floor which enables six wheelchairs to be carried whilst still accommodating 12 other

seated passengers. Alternatively additional seats can be fitted allowing the coaches to be used as luxury 29 seaters. To illustrate the versatility of the Whippet a novel wheelchair entrance is being used. The lifts are fitted into the rear of the coaches but instead of a conventional door the rear panel from the inner floor to the roof opens upwards in the style of a hatchback car. The opened panel, supported on gas struts, forms a canopy over the loading area which should prove especially beneficial in bad weather and which, used in conjunction with a vertically folding lift prevents any encroachment into the interior floor space. I questioned the body shop foreman about the effect of wind on the panel when raised. He assured me that the struts used would be sturdy enough to hold the panel steady and that no problems were envisaged. The GRP moulded rear section is cut level with the interior floor, roof and walls and steel reinforcing frames are fitted to both the hatchback and aperture edges to prevent flexing. The cut out section is then trimmed, hinged at the top and refitted using waterproof seals on all edges. When completed the interior should look no different to a normal vehicle, all that will show on the outside will be a trim strip along the hatch edges.

The two chassis going into build are a Leyland Cub which will be bodied to bus specification and a M.A.N. 8.136F which will form the base for a 29 seat luxury coach.

DSB Sales was formed in January 1985 by John Dunn and John Swift, both experienced coach salesmen, as an independent company to market psv versions of the Whippet range produced by G. C. Smith Coachworks. Their office is in Smith's factory grounds from where

liaison with the works is easy. Under the control of Ann Bettison G. C. Smith produce a wide range of specialised vehicles including horse boxes, mobile canteens and libraries, display and exhibition units, special body types, trailers and welfare versions of the Whippet. Building so wide a range of products with few to the same specification has kept the works versatile, able to manufacture in different materials to suit individual requirements. Now with the psv Whippet in production the same techniques are applied allowing each one to be tailored to the operator's exact requirements. A tour of the coachbuilding works at Loughborough showed the extent of Smith's expertise. I saw numerous vehicle types in different stages of build, from a truck mounted horse box constructed of wood to a mobile canteen semi trailer in aluminium. Using the same GRP front section as on the Whippet coach numerous chassis were in the process of being fitted with purpose built bodies. The Hagues midicoaches were framed and floored and almost ready for trimming. I asked about build times and was told ten to twelve weeks from receipt of the chassis. Slots are allocated in G. C. Smith's build schedules for psvs ordered through DSB Sales. The works cover a large site and consist of separate workshops for blacksmiths, joiners, and coachbuilding sections, spray shops, repair bays and finishing areas. The front of the complex incorporates G. C. Smith's offices, DSB's office and a showroom fronted by a large vehicle parking area.

DSB Sales are also dealers in used coaches which they buy or take in part exchange. There is ample space at the front of the premises to display these. Between starting the company in January and my visit in mid May the two Johns had between them sold 43



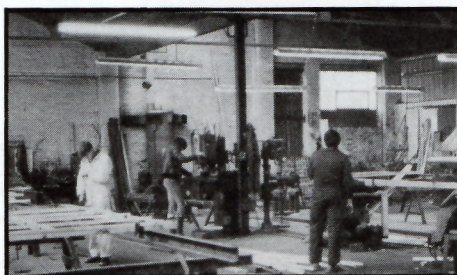
vehicles new and used with several going to the same operator, Tony Halford of Aston's Coaches. Where reconditioning of used stock is necessary, Johns Swift and Dunn use Smith's facilities. They have found that there is capacity to refurbish coaches for other dealers and operators and look for this type of work. Body repairs, interior repairs and modifications are undertaken in addition to sales. Another area they are investigating is complete rebodging. The Whippet design allows total flexibility of length and can be built either 7' 6" or 8' 2" wide. Should an operator require it, the works could strip and recondition a full size coach chassis and build a 10, 11 or 12 metre Whippet body on it. Re-registering with a dateless number would conceal the chassis age and to all intents and purposes the operator would be adding a new coach to his fleet.

John Dunn and John Swift admit that they took a chance in leaving secure employment to set up their own business but now feel it was the right move. Their association with G. C. Smith's is proving worthwhile and interest in the Whippet range is reported to be growing. Whilst providing DSB Sales with a lucrative vehicle to concentrate on it has also opened a new market for G. C. Smith who hitherto have not built to full psv specification. The first Whippet passed inspection and tilt test without any problems and achieved below 82 db to meet external noise level regulations. DSB have got a few months trading behind them and feel they have made the right decisions regarding the future of their company. For the time being they will continue to promote the Whippet and used coaches of all types, maybe in the future they will accept a franchise or become agents for other marques but only if in doing so their organisation and service does not become impersonal. Any operator requiring details regarding the Whippet midi coach, used vehicles or other services offered should contact, John Dunn or John Swift, DSB Sales Ltd, Ashby Road, Long Whatton, Loughborough. Tel 0509 842456.

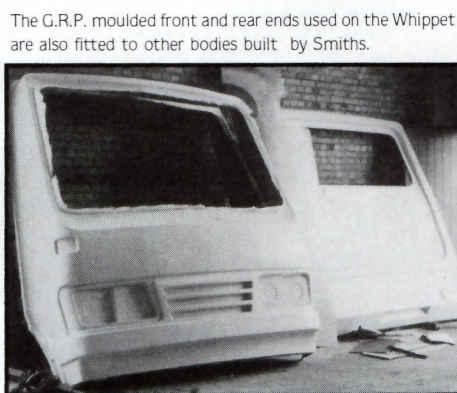
**Ray Pearson**



All bodies are fully insulated during build. Frames are of square section steel tube.



The vehicles are manufactured for DSB Sales by G. C. Smith whose workshops produce many different body types.

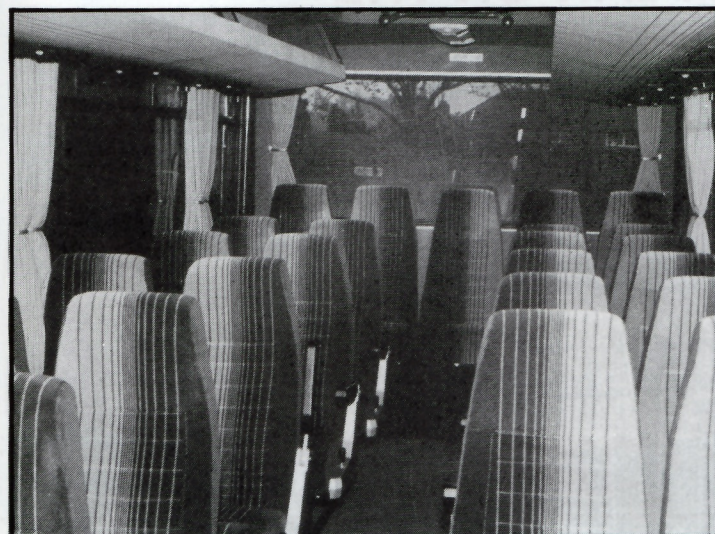


The G.R.P. moulded front and rear ends used on the Whippet are also fitted to other bodies built by Smiths.



**Above:** John Swift and John Dunn officially hand over the luxury Whippet midibus to Rod Schofield of Charnwood Mini Coaches.

**Below:** Two coaches with complete lift up rear sections and wheel chair lifts are being built for Hagues.

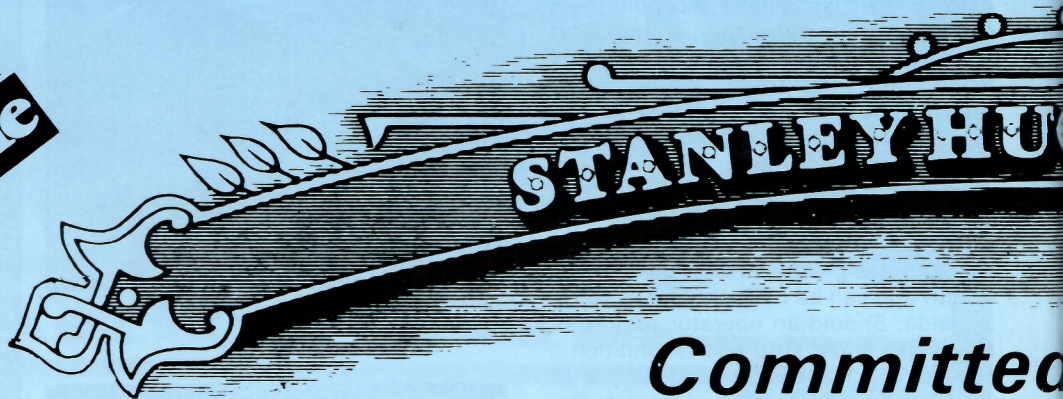


The interior of Rod Schofield's coach is fully soft trimmed and has reclining seats.



D.S.B. Sales can utilise Smiths' facilities for a number of services including the refurbishing of older vehicles.





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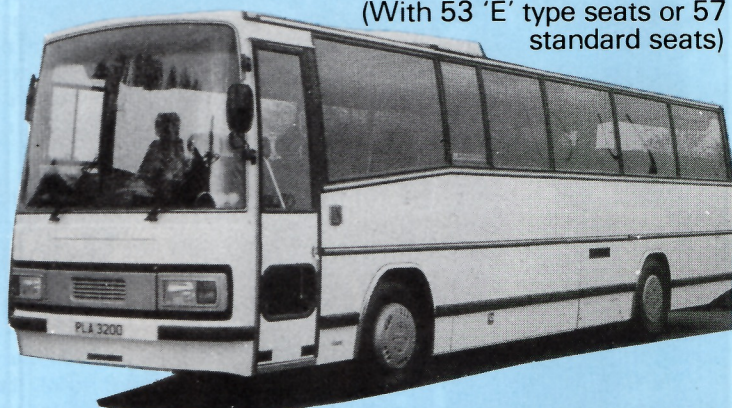
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- 1982(X) VOLVO B10M DUPL GOLDLINER IV 46 recliners & courier seat, toilet, very high specification. Choice of 2.
- 1982 (X) MERCEDES 0303 Jonckheere BERMUDA 49 recliners & table, sunken toilet, full Continental exit, very high specification.

#### HEAVYWEIGHTS

- 1982 (Y) LEYLAND LEOPARD DUPL DOMINANT IV 680 ZF, 12 metre, Bristol dome, side lockers, radio/pa, 57 seater. Only one owner.
- 1982 (X) LEYLAND TIGER PLAXTON VIEWMASTER IV GT 12 metre, 6 speed ZF, high specification, Continental exit, full soft trim, 51 recliners plus courier.
- 1981 (W) LEYLAND LEOPARD PLAXTON SUPREME IV 12 metre, ZF, all extras, Telma, side lockers, 53 recliners, curtains, radio/pa/cassette.
- 1981 (W) LEYLAND LEOPARD DUPL DOMINANT II Bristol dome, Telma, ZF gearbox. CHOICE OF 53 STANDARD OF 53 RECLINERS.
- 1980 (V) LEYLAND LEOPARD PLAXTON SUPREME IV 12 metre, 50 recliners, semi-auto, reconditioned engine, Telma, twin tanks, power door, Webasto, courier seat, curtains, side lockers.
- 1980 (V) LEYLAND LEOPARD PLAXTON SUPREME IV 11 metre, semi auto, Telma, twin tanks, power door, Webasto, side locker. 53 seats.
- 1979 (T) LEYLAND LEOPARD PLAXTON SUPREME IV, semi-auto, twin tanks, power door, driver's locker, fan, radio/pa/cassette, 46 recliners plus courier seat.
- 1979 (T) LEYLAND LEOPARD PLAXTON SUPREME IV 12 metre, semi-auto, Telma, side locker, laminated screens, power door, radio/pa/ cassette, Mic, Clock, 57 seats.
- 1978 (S) LEYLAND LEOPARD DUPL DOMINANT II, semi-auto, Telma, power door, twin tanks, side lockers. Choice of 3. 54/47 seats.
- 1978 (S) LEYLAND LEOPARD DUPL DOMINANT II 12 metre, Continental step, courier seat, driver's locker, radio/pa/ curtains, 51 recliners.
- 1969 (G) LEYLAND PLAXTON ELITE, power door, clock, 51 seats.
- 1976 (P) AEC 760 DUPL DOMINANT I, 11 metre, 53 seats, Choice of 2.

- 1974 SEDDON ATKINSON DUPL DOMINANT I, 53 seater.
- 1980 (V) VOLVO B58 DUPL DOMINANT II 57 seater.
- 1979 (V) VOLVO B58 DUPL DOMINANT II, 12 metre, 50 Chapman recliners, 6 speed ZF, tinted glass, side lockers.
- 1978 (S) VOLVO B58 PLAXTON SUPREME 11 metre, 53 seats, semi-auto, Telma, retrimmed seats, radio/pa/mic, power door, autolube.

#### LIGHTWEIGHTS

- 1983 (Y) BEDFORD YNT TURBO DUPL DOMINANT IV 53 seats.
- 1974 (M) BEDFORD YRT PLAXTON ELITE III 53 seats.
- 1972 (L) BEDFORD YRQ PLAXTON ELITE III 45 seats.
- 1968 (G) BEDFORD VAM 70 DUPL VICEROY, 45 seats.
- 1982 (X) FORD R1114 PLAXTON SUPREME IV 53 seater, power door, side lockers, radio/pa, wheel discs.
- 1981 (W) FORD R1114 DUPL DOMINANT II, 53 seater.
- 1978 (T) FORD R1114 PLAXTON SUPREME 49 seater, Bristol dome, radio/pa, new MOT.
- 1976 (P) FORD R1114 PLAXTON SUPREME 53 seater.
- 1972 (K) FORD R1014 DUPL VICEROY, 45 seater.

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- 1978 (T) FORD TRANSIT petrol, 12 seats.

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# TOURISM and TOUR OPERATION NEWS

**Editorial Consultant: Chris Martins (09016) 230**

## Opinion

The coincidence this summer of two major battle commemorations prompts the idea that such military heritage is now a legitimate theme for tourism, and no longer simply a minority interest.

The events taking place at Sedgemoor in Somerset (300th anniversary) and Bosworth Field in Leicestershire (500th anniversary) are anything but academic.

Re-enactments using whole armies of costumed enthusiasts, colourful trails and packages, period dinners, skilful interpretation and in the case of Bosworth, regular jousting tournaments are among the activities taking place.

But around the UK there must be a hundred or so battlefields, of which the best known are those of the Civil War, and of course, the site of the Battle of Hastings, as well as those fought between the English and the Scots at Bannockburn and Culloden.

In some cases — Bosworth and the two Scottish sites mentioned above — there has been massive investment in the interpretive facilities, including an audio/visual presentation and exhibitions. In other instances, Flodden being a good example, what is left to the imagination together with a basic explanatory leaflet can be good enough.

The way to package a battlefield tour would be to invite an historian to accompany the party, and to visit regimental museums and castles en route. A little contrived pageantry in the form of simulated sword play would be an idea, too.

Tales of daring-do, heroism and valour appeal to more than just old soldiers — in fact it's a *family* interest if vividly brought to life. It can be promoted at any time of the year, and because one or two special extras need to be included to make the package work, it's a topic tailor-made for groups...

## Germany Celebrates 150th Railway Anniversary

This year marks the 150th anniversary of Germany's first railway service which linked the Bavarian city of Nuremberg with nearby Furth. To celebrate this Nuremberg is hosting a wide range of railway activities. Foremost is the refurbished and enlarged transport museum, with a new hall accommodating many original displays including Bismark's Pullman coach and part of King Ludwig's royal train.

From May 15th until August 18th a major Anniversary Exhibition is being held on the outskirts of the city with a special train service linking it to the main railway station. On Saturdays and Sundays from May 18th to September 29th, steam trains will be operating between Nuremberg, Bayreuth and Amberg with

additional excursions for opera lovers, entitled "On The Tracks of Richard Wagner and Amateur Photographers".

Finally during September there will be a series of Jubilee Parades featuring 60 locomotives dating back to 1835 and other exhibitions.

For further information contact the German National Tourist Office, 61 Conduit Street, London W1R 0EN. Telephone 01 734 2600.

## Events at Bressingham '85

Bressingham — the gardens and live steam museum, near Diss, Norfolk, has several new attractions.

Already the most comprehensive collection of steam engines in Europe, there is also a new Exhibitions Hall

featuring hundreds of small display items from the age of steam.

There are rides on three steam-hauled narrow gauge railways running on 5 miles of garden, woodland and nursery track, footplate rides on main line locomotives, and a magnificent collection of standard gauge engines and also restored road and industrial engines. There is also a steam operated Victorian roundabout.

Just opened is a new comprehensive plant centre, and there will be a garden 'Open Weekend' September 7 and 8.

Steam days are Sundays, May 5 to September 12; Thursdays in mid-summer; Wednesdays in August, and Bank Holiday Mondays.

Coach parties — adults 70p (OAPs 60p).

More information: SAE to Bressingham Steam Museum, Bressingham, Diss, Norfolk IP22 2AB. Tel 0379 88 386.

## Bosworth Battlefield "Quincentenary Spectacular"



A souvenir leaflet explaining the events of 1485 and outlining the attractions of Bosworth Battlefield and the associated summer of re-enactment has been published in colour by Leicestershire County Council.

It refers to this year's improvements at the battlefield visitor centre, which include a completely new exhibition with sound effects, an extended exhibition hall, a new and up-dated film theatre and an enlarged book and gift shop. The battlefield site itself, described as "the best interpreted in Britain", has also been improved with new signposts and trail marker boards.

From 14th July to early September a programme of Sunday "live entertainments" takes place, and includes archery, a traditional medieval joust,



combat on foot as well as falconry, morris dancing, and so on.

And for an intensive 10-day period, the "Quincentenary Festival", 17th — 26th August, includes the following:

**Saturday, 17th August:** 15th century Tourney — Knights locked in combat with axes, mace and swords.

**Sunday, 18th August:** Spectacular Jousting Tournament.

**Monday, 19th August:** Live Entertainment.

**Wednesday, 21st August:** Live Entertainment.

**Thursday, 22nd August:** 500th Battle Anniversary Day. Live entertainment and celebrations, and a symbolic re-enactment of the arrival of Henry Tudor and Richard III on the Battle Site from Wales and Nottingham.

**Friday, 23rd August:** Live Entertainment.

**Saturday, 24th August:** Parade and Charge of Knights.

**Sunday, 25th August:** Re-enactment of Battle of Bosworth Field.

**Monday, 26th August:** The Second Battle of Bosworth, 1644 — reconstruction of the Civil War skirmish featuring cavalry, muskets, pikeman, and cannon.

More information from Jane Garton, Land Agency Division, Leicestershire County Council, County Hall, Glenfield, Leicester LE3 8RE. Telephone: (0533) 871313.

Or a copy of the leaflet, as well as details of tour operator tariffs and available programmes from Paul Anderson, Department of Planning and Transportation, Leicestershire County Council, County Hall, Glenfield, Leicester LE3 8RE. Telephone: (0533) 313636.

## Ballet in the "Big Top"

London's Summer ballet season is to be held at Battersea Park this year during July and August, under canvas, in a "Big Top" seating 1200 people. An additional

foyer tent is to be provided where light refreshments will be available as well as a ticket office.

Ballet Rambert's season runs from Monday, 22nd July — Saturday, 3rd August, 1985 and is preceded by a two-week season of The Royal Ballet which runs from Monday, 1st July — Saturday, 13th July and includes such popular ballets as "Romeo and Juliet" and "Birthday Offering".

The "Big Top" is actually situated on the banks of the River Thames by North Drive in Battersea Park.

For booking details contact: The Box Office, 48 Floral Street, Covent Garden WC2. Open Monday — Saturday. Telephone: 01-240 1066/1911.

## Group Rates at the Crest Hotel, Peterborough

The Crest Hotel, Peterborough, located on the A1 at the Norman Cross Roundabout, is currently offering group rates at weekends from £20 half board.

More information: (0733) 240209.

## Leeds Castle Re-Opens for Summer Season

Leeds Castle re-opened for the summer season on Monday, 1st April, 1985, and to start the ball rolling a special Easter Egg Hunt is planned. Other events planned to take place during the season are the annual hot air balloon rally, country craft fayre, open air concert plus, new for this year, an English Wine Festival and open air ballet.

To accommodate anticipated greater numbers, opening hours have been extended with visitors being admitted from 11 a.m. to 5 p.m., seven days a week until 31st October. This excludes Saturday, 29th June as on that date the open air concert is due to take place.

Admission charges to both the Castle and grounds for this year are £3.45 for adults, £2.95 for senior citizens and students, and £2.45 for children aged from 5 to 15. Charges for the grounds only is £1.00 less. Disabled visitors and children under 5 are admitted free of charge.

For further information contact: Leeds Castle Enterprises Ltd., Maidstone, Kent ME17 1PL. Telephone: (0622) 65400.

## Travel Agents Visit Unusual Scottish Attraction

Twenty leading travel agents from England and Wales have visited one of Scotland's unusual visitor attractions as part of a five-day streamlined tour, organised by the Scottish Tourist Board.

The Cruachan Pumped Storage Power Station, which is operated by the North of

Scotland Hydro Electric Board, is inside Ben Cruachan and uses water pumped from Loch Awe to a reservoir 1200 feet up the mountain. The 400,000 kilowatt station with its own visitor centre, guides and minibus tour is open to the public from Easter to October.

Other highlights on the tour include a cruise on the Caledonian Canal and trips to Skye and the Trossachs.

## Burford House At Tenbury Wells

Burford House Gardens on the A456, just outside Tenbury Wells in Worcestershire, is a botanist's delight. The house dates from 1728 and is an excellent example of early Georgian architecture that stands on the site of Burford Castle, which dates back to Saxon times.

Purchased in 1954 by the Treasure family, the gardens, some four acres in all, were a wilderness. The gardens now contain a range of unusual plants from all over the world, complimented by shrubs, trees, extensive lawns and a moat. The company looks after the National Clematis Collection for the National Council for the Conservation of Plants and Gardens. Over 150 species can be seen growing in the gardens and nursery.

Refreshment rooms are also available and the gardens are open from Saturday 30th March until Sunday 27th October, seven days a week 11.00 a.m. to 5.00 p.m. or Sundays 2.00 p.m. to 5.00 p.m. Admission is £1.20 for adults and 50p for children, with a reduction to 95p for parties of over 25 by prior arrangement.

For further details contact: Burford House Gardens, Burford House, Tenbury Wells, Worcestershire WR15 8HQ. Telephone (0584) 810777.

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# LICENSING and LEGAL NEWS

## Excelsior Coachways Licence Cut

The number of vehicles authorised on the PSV operator's licence held by Excelsior Coachways (Telford) Ltd. has been reduced from nine to three, and the duration of the licence has been cut so that it expires in October, instead of October, 1986, by the West Midlands Traffic Commissioners.

The company had been called before the Commissioners following complaints from parents about the condition of a coach the company sent to take a school party on a ski-ing holiday in Italy. During the first day of the proceedings the Commissioners heard evidence from the parents. Evidence was also given by a vehicle examiner that he had imposed an immediate prohibition notice for four defects on one of the company's coaches in Telford Bus Station, following a telephone complaint. (Coachmart, 31st May).

When the hearing resumed, Mr. Ronald Burns, a director and the traffic manager, said that he had been concerned with the business since 1982. At the time of the incidents the company had been operating two vehicles.

Referring to complaints by parents about the way they were received when they telephoned the company about the condition of the coach, Mr. Burns said the telephone had been answered by his next door neighbour and friend, a Mr. Ballantyne, who manned the telephone when he, Mr. Burns and his wife were not there.

He produced a letter from Mr. Ballantyne that stated that he was not employed by the company, that he had advised parents that he would contact Mr. Burns and advise him of the situation, that before he could do so another parent telephoned who was extremely rude and a heated conversation developed.

Mr. Burns said that with hindsight he appreciated that he ought to have presented inspection records for vehicles he no longer had to the vehicle examiner, as well as the records for the two operational vehicles. The company had

had no problems over vehicle prohibitions until this year. In February, a spot check of the company's vehicles was carried out and no faults were found.

He had been horrified by the prohibition issued in March following the complaint. An investigation revealed that one of the vehicle's front tyres had been damaged and replaced with a new tyre. A new tyre was also put on the other front wheel and the tyre from that wheel put on the rear axle to allow it to "run out". Unfortunately, that tyre was allowed to run out too far. The company had now arranged for a tyre firm to inspect tyres every week and hopefully that situation would never arise again.

The vehicle concerned was still under warranty and blank inspection records he had signed were for the dates that the vehicles had gone to the manufacturers' agents for warranty inspections.

As far as the seats that were discovered to be loose on the cam rail were concerned, the company had not been able to discover the reason but it had discovered the cure, which was to fit nylock nuts.

As far as the cracked windscreen was concerned, he had had to replace four windscreens in each of the vehicles. Apart from one incident, there was no apparent reason for the windscreens to crack. The company had taken it up with the manufacturer, Jonckheere, and there appeared to be some suggestion of body movement putting the windscreen under stress and cracking it. There had been one instance of a new windscreen being put in by agents splitting down the middle even before they had finished putting the sealant round.

When the prohibition was finally cleared, the vehicle was given a complete test at the test station, including a rolling road test. That was on 3rd April, and between then and 11th April, when the coach was sent on the Italian trip, it had been used purely on local contract and stage carriage mileage. On 10th April, the coach was cleaned and prepared for departure prior to being taken to the British Road Services depot for servicing

overnight. The following morning the coach did a works contract to Shrewsbury, a round trip of 28 miles. Thereafter it was once again cleaned ready for its departure to Fleet.

British Road Services advised them that a brake reline would be necessary when the coach returned from Italy. The coach left for Fleet at approximately 12 noon. The journey would normally have been completed by 1530 hours. However, very heavy rain caused delays due to slow moving traffic. That also accounted for what had been referred to as the dirty exterior of the coach.

In March, when the company received the prohibition notice, they contacted the tyre suppliers and asked them to carry out a full inspection of the tyres and replace as necessary. The tyre company reported that four tyres on the rear axle needed replacement, one of which, as evident by the prohibition, was illegal and the other three were close. The suppliers were unable to fit new tyres until the following morning as they were not available. In the meantime the coach was taken to British Road Services to have the seats repaired. A decision was taken to fit four new tyres to the rear axle, as the tyres at the front were only 50 per cent worn and the coach was going to an area where snow was likely.

During the course of work at British Road Services, the worn tyre on the rear axle was exchanged with the tyre on the spare wheel, giving four legal tyres on the rear axle. On the following day the tyre company fitted four new tyres to the rear axle, leaving the bald tyre on the spare wheel.

The driver employed on the leg of the journey to Fleet was a part time driver who was fairly regularly employed by the company. Arrangements had been made for two other drivers to take-over the coach at Ramsgate for the Continental part of the journey.

The first he knew of the state of the spare wheel was when he heard from Fleet, as at that stage he did not have the inspection record from British Road Services. The first call he had came from the other coach operator who was running alongside them on the trip. That was about 1615 hours on 11th April and they told him of the parents' horror.

When he spoke to the tyre suppliers their reaction was that there was not a spare wheel on the coach. He then spoke to British Road Services, who confirmed that there was and that the tyre was bald. The tyre suppliers agreed to make a tyre available at Ramsgate. However, they subsequently telephoned to say that they could not locate a tyre of the right type in the Ramsgate area.

He then contracted National Travel at Ramsgate in the hope that they might have a suitable tyre, but without success.



He telephoned Kingsferry Coach Co., of Medway, who also did not have a tyre of the required type but they suggested he contact Kent Mobile Tyre Co. This he did. They also had not got a suitable tyre. However, they asked whether the tyre had been recut and when they were told that it had not they said they would attend the coach and attempt to recut the tyre to make it usable. He also asked them to verify the opinion that the front tyres were in no way illegal.

During that period he had several telephone calls from parents. His wife received a call from Fleet Police, who said that complaints had been received but the coach had now left their area. Consequently, they had contacted Ramsgate Police to inspect the vehicle.

Mr. Burns said he telephoned Ramsgate Police, explained the situation and asked them to inspect the coach before it got on to the ferry. However, when he later checked with the police they said they had been unable to inspect the coach as it had already gone into the Customs shed. The take-over crew had been told to give the police every assistance in inspecting the coach, and they had only driven into the Customs shed at the last moment.

At that stage he had believed that the tyre had been recut. Subsequent inquiries revealed that it had not been recut, Kent Mobile Tyres saying that it had been impossible to free the spare wheel. He found that impossible to believe as the tyre on the spare had been changed a fortnight previously by British Road Services. Secondly, he was told the tyre fitter had taken the wrong equipment out to the vehicle at the time, but Kent Mobile Tyre's invoice to the company stated that they had not had enough time due to traffic.

On 12th April he was informed by the parents that information from the police that the tyre had been recut and the front tyres checked was incorrect. He contacted a tyre company so that an expert could be called out to change the wheel in Italy. He gave them all the required information so that the problem could be dealt with in Italy. It appeared subsequently it was the company for whom they were providing the coach who made arrangements for the tyre to be changed. He took the matter up with the tyre company.

Mr. Burns produced documentary evidence, including an unsolicited explanation from agents in Italy as to why they failed to change the tyre, stating that they had been assured by the local telephone exchange that there was no such hotel in the town concerned.

Mr. Burns said that one of the drivers with the coach from the other company was also a fitter and he examined the tyres on the front axle.

The driver who took the coach to Ramsgate did not make any complaint

about being unable to change gear. The first he learnt of any problems with the gearbox was a telephone call from the drivers on the Continent, explaining that they were having difficulty in changing gear. It was a six speed box and they were having difficulty with third gear. He immediately contacted Europ Assistance, who were agents for British Leyland, the company being required to use them as the vehicle, a Tiger, was still under warranty.

Arrangements were made for a qualified fitter to attend and he discovered that a clutch plate had broken and a new clutch was fitted, a job which took two days. There was no indication of any problem with the clutch before the coach was sent on the journey. The comfort in regard to the ride of the coach would not necessarily have been impaired, the route allocated being the French autoroutes and through the Mont Blanc Tunnel. The drivers said that they completed the journey in comfort and safety 30 minutes ahead of schedule.

The contract with Inter Ski was to take a school party from Fleet to Italy. They were told that at the destination the only journeys they would be required to do would be to and from the ski slopes, some none kilometres a day. There was nothing in the contract relating to journeys for apres-ski activities. For the two days that the coach was off the road the coach belonging to the other coach company, Andante Travel, had to make two trips shuttling passengers to and from the ski slopes.

The drivers of the Andante Travel Coach had asked for an extra £150 because they were being asked to do duties over and above the contract. When he spoke to the tour representative at the resort, he was told they had had problems all season with drivers not being aware they were required to do apres-ski journeys. When he subsequently discussed the situation with Andante Travel, he was told that their drivers had cashed in £291 on returning from Italy, so the additional £150 was not required.

The company had received a letter from a Mrs. Cardew, saying that the driver had been extremely unresponsive to complaints about the state of the tyre. However, in the letter she had written to the Commissioners she had raised additional points. At no time had anyone complained to him about oil dripping on the luggage in the luggage compartment.

The telephone calls of complaint from the parents tied up the telephone, preventing the company from doing something about the situation as quickly as possible. The driver had been aware that the matter had been reported to the office and he was concerned there should be no further delay; spoiling the children's holiday.

Mr. Burns claimed the the tyres on Leyland Tigers on the front axle tended to

wear more quickly on the edge giving the impression of a faulty tyre to the inexperienced eye when in fact the tyre was not faulty. The spare wheel was replaced before the return journey commenced.

Mr. Burns said he very strongly disputed claims that the three drivers on the two coaches shared the driving. As far as the driver who took the coach to Ramsgate was concerned, he had never before had a complaint about his attitude, and there were parties who specifically asked for him to drive them.

The coach concerned had had three new clutches fitted, so it was a recurring fault. It had not been used since it returned from Italy. The warranty expired the following day and until matters under the warranty had been sorted out he could not make any decision about what to do with the vehicle.

The "blank" inspection records were not in fact blank, as a note had been made on the sheets that a full warranty inspection had been carried out by the manufacturer's agents. The company used a standard form for drivers to report defects but, since this incident, it had added a section which drew specific attention to tyres. He accepted that it could have been 1915 hours before he contacted the tyre company in Kent, as they were very much the last resort, but he was assured that they still had time to do the job.

Questioned by the Chairman of the Commissioners, Mr. Ronald Jackson, Mr. Burns said that the two coaches the company now operated were a "K" registered vehicle and a "R" registered vehicle. They had not used the vehicle that had returned from Italy, an "A" registered vehicle, because it was being prepared for annual inspection. He denied that the real reason was that the coach concerned was the subject of a court order.

Asked why the company had disposed of more modern vehicles and was now operating older vehicles, Mr. Burns said that in September, 1984, the company experienced difficulty in regard to a finance company. Arrangements were made to take care of that through a coach dealer. Subsequent actions by certain people were about to become the subject of litigation by the company. Because of that he did not wish to say too much. Four vehicles had been repossessed by a finance company in October, 1984, and in total six vehicles had been repossessed. In the opinion of the directors of the company the repossession that took place in October was subject to litigation, but it did not help the position of the company in respect of the later repossessions.

Asked why he had despatched the coach to Italy without knowing the result of the overnight inspection by British Road Services, Mr. Burns said the arrangement was that BRS would not allow a coach to



## LICENSING and LEGAL NEWS

leave their premises with a serious defect. The company operated four stage carriage services which required two vehicles to operate. At the time the coach was sent to Italy the company did have a third vehicle.

Mr. Burns said that evidence he had given the Commissioners earlier had been an error. There was a further vehicle subject to repossession, making a total of seven. That too was a matter where litigation was imminent.

In reply to Mr. Jackson, Mr. Burns said that the contract with Inter Ski was for two coaches. He could only supply one and he sub-contracted the other to Andante. A coach had been repossessed on a journey for Inter Ski. Andante were aware of that and they contacted Inter Ski, so though he had made the introduction they had negotiated their own contract.

Mr. Marcus Baumber, a management trainee with Excelsior, said that when the vehicle examiner had originally called he had asked for the inspection records and he had produced the records for all the vehicles in the company had and the vehicles which the company had disposed of. The vehicle examiner then arranged for the operational vehicles to be inspected at the BRS depot. He attended that inspection and he produced the records for those vehicles. He had never understood that the vehicle examiner required to see any others on that occasion.

Mrs. Jill Murray, of 71 Wood Lane, Fleet, a teacher who accompanied the party to Italy, said that though Mr. Burns had said that the coach left Telford at 1200 hours, she understood that he had told Inter Ski that it had left the middle of the morning. The driver had not known where the destination was as he had not been told.

The senior driver of the Adanti coach had said that Excelsior's driver was carrying £150 less than the £750 agreed.

She was assured by Mr. Burns that the take-over drivers would have a video with them. Those drivers did not arrive at Ramsgate until 2015 hours. They were not fresh drivers as they had driven down from the Midlands. When they got on the coach they asked where they were going. They were not aware of which route to take. They also thought they were returning to the UK on Saturday, 21st April, instead of Sunday, 22nd April.

When the tyre fitter arrived at Ramsgate he said that the tyre on the spare wheel was not regroovable and in any event he

was unable to remove the spare wheel from the coach. The Italian garage which eventually replaced it also had difficulty.

Seats on the coach were broken and when the coach braked several of the girls ended up on the floor, the seats were not being secure at the rear. She did not believe that the weather could have affected the dirty interior of the coach.

Mr. Burns said that he found it hard to believe that the driver did not know where Ramsgate was or the route to Ramsgate. When Andante had said that the drivers had insufficient money with them he had explained that he believed that they did have sufficient and his opinion was borne out by what the Andante drivers brought back.

The hire money was £1,350 per vehicle. The actual physical expenses used came to £459 and the drivers had £600 with them. He denied saying to anyone that a video was coming with the take-over drivers. However, the original driver had said that he had been asked where the video was and he had said it would probably be coming with the other drivers.

The relief drivers were free to make their own way to the ferry port to start their duty and on this occasion they chose to drive and the other driver brought the car back. The drivers concerned had not been on duty at all previously that week for the company. The suggestion that the drivers did not know where they were going could be the result of banter to get the relationship with the passengers off on the right footing. Inter Ski might say in their brochures that there were videos in all the coaches, but it definitely was not specified in the contract. When a representative of Inter Ski had asked whether there was a video on the coach he was told that there was not, that the company would try and obtain one but they could not guarantee it. When the coach left Telford the interior was clean.

Questioned by Mr. Jackson, Mr. Burns said that the two drivers who did the Continental part of the trip were self-employed drivers who the company used as and when necessary. He admitted that the company did not give its drivers written instructions as to routes.

For the company, Mr. John Backhouse said that its history prior to the prohibition notice was a very good one. It was understandable that with a coach under warranty the company did not want to interfere with the security of the seats, other than to tighten them. It was something that the body manufacturer ought to have done something about as it was clear that they were aware of the problem.

There was no obligation to carry a spare wheel on the coach at all. One was carried and the tyre did not have the required tread depth, but the company was not aware of that when the coach set

off. When it did come become aware of it, Mr. Burns took immediate steps to contact as many people that could help him as possible.

There was no reason why the inside of the coach should be dirty. It was a comparatively new vehicle and one would not expect that sort of criticism.

He asked the Commissioners to conclude, having heard the whole story, that there were no grounds for taking any action.

Announcing the Commissioners' decision, Mr. Jackson said they sympathised with the parents and pupils who had travelled on this very unfortunate trip to Italy. It was quite obvious that they had all had a worrying time. It all added up to a very unfortunate trip. No regret had been expressed at all to the parents, pupils and teachers. The Commissioners apologised to them on behalf of this West Midlands operator, who had caused all the trouble.

Many of the complaints related to matters lying in the contracts between the various parties. Most of the matters were outside the purview of the Commissioners. It was an isolated incident, which alone the Commissioners could not take into account.

Despite the cogent evidence of Mr. Burns, the fact remained that a coach received a prohibition notice and the Commissioners were not prepared to ignore that. They proposed prematurely terminating the licence so that they could test what the company was said to be doing would work. There would be a full test of the maintenance facilities, and the company's vehicles would be inspected by a vehicle examiner, before the licence was renewed.

Mr. Backhouse said that the proceedings were to an extent similar to an inquest and the company had been advised not to offer any regrets to the parents, pupils and teachers until after they had been completed. They now wished to offer such regrets publicly through him.

The Commissioners also had before them an application for a new PSV operators' licence by Mr. Burns' wife, Mrs. Mary Elizabeth Burns, of 69 Mill Bank, Wellington.

Mr. Backhouse asked that that case be adjourned for not less than two months to give Mr. and Mrs. Burns an opportunity of deciding what they proposed to do in the future.

The Commissioners adjourned the hearing of that application until a date to be fixed.

**Michael G. Jewell**



# TECHNICAL and EQUIPMENT NEWS



## New Leyland Bus Service Centre

Leyland Bus have opened a new dedicated bus and coach service centre able to provide a full range of services in the North East, from parts supply and normal maintenance to round-the-clock emergency assistance. Costing £300,000 and employing 23 skilled fitters, the Leyland Bus North West Service Centre

at Chorley is within easy reach of the M6 and M61 motorways, at Chorley in Lancashire.

The modern 30,000 square foot premises include a fully equipped 20,000 square foot workshop with three 45 foot long pits, two sets of Hywema vehicle lifts, an electrical workshop and a major units repair section. In addition, the Centre has four support vans and a Leyland Cruiser

tractive unit adapted to tow-in disabled vehicles. It is intended primarily to handle Leyland buses and coaches and is also an authorised agent for BUTEC, Econocruise, Eberspacher and Retro Exhaust Brakes.

The Leyland Bus North West Service Centre is located at Common Bank Industrial Estate, Ackhurst Road, Chorley PR7 3EH. Tel Chorley (02572) 69651. The emergency assistance phone number outside normal business hours is Chorley (02572) 65531.

## New Tachograph Analysis Service

As specialists in the Transport and Distribution industry, NovaData have expanded the range of services available from their new offices in Braintree to provide a Tachograph Analysis Bureau. NovaData have developed their postal bureau system to allow operators to take fullest advantage of the technology available. Specially designed postal wallets are provided to ensure safety and security during postal transmission and accompanying the returned charts is a report identifying items including driver's activities on a daily and weekly basis; daily and weekly drivers' hours totals; weekly, monthly and overall fuel consumption and vehicle utilisation.

NovaData also plans to extend its Business Bureau to bring the application of computer technology closer to the Business Executive by offering appointments to visit the NovaData offices at evenings and weekends. A range of computers will be on hand for them to see and try with professionally written business software.

Of particular interest will be the PEGASUS and SAGESOFT range of accounts software and for the transport operator, the recently released CHOICE VEHICLE MANAGEMENT program by Foxgrove Software, claimed to be an effective way of controlling fleet operations and costs from planning the purchase to vehicle disposal. Details from NovaData Ltd, 108 Bradford Street, Bocking, Braintree, Essex CM7 6AU. Tel (0376) 48963.

## Leyland Tigers Fuel Savings With ZF Ecomat

Wilts and Dorset, part of the National Bus Company claim fuel savings of up to 20% on its Leyland Tigers retrofitted with ZF Ecomat, fully automatic transmissions. Significantly, they say, the vehicles are all used on normal National Express routes, which include a mix of urban and motorway work.

ZF Gears have retrofitted a number of Tigers with the 5 HP 500 box over a two year period, the conversions being carried out on both new and in-service vehicles at the company's Nottingham base. By carefully matching axle ratios to the Ecomat — with its integral retarder



and five forward speeds — Tiger operators can expect similar economies under a wide variety of working conditions, say the company. Further information is available from ZF Gears GB Ltd, Abbeyfield Road, Lenton, Nottingham NG27 2FX. Telephone (0602) 869211.

## Submersible Electric Motors

Flender Motox have introduced a range of fully submersible geared motors, incorporating helical, worm and bevel gear units, into their UK product range.

Designed for use where liquids would cause corrosive damage and prove to be an electrical hazard, the Flender Motox motors are available in a choice of three housings, two of which are suitable for continuous duty, totally submerged at depths of up to 50 metres.

The submersible geared motors are supplied, as standard, with stainless steel output shafts. All versions feature input cables to the appropriate standard and an anti-corrosive paint is applied to the enclosure. Flender Motox also fit temperature sensors to their submersible range in order to prevent damage to the motors through overheating. Normally supplied as 2, 4 or 6 pole, 3-phase designs, single phase options are available. In such cases, the capacitors are mounted away from the liquid hazard.

For further information, please contact Mr. Brian Stewart, Flender Motox Geared Motors, Thornbury Works, Leeds Road, Bradford BD3 7ER. West Yorkshrie. Tel (0274) 663401. Telex: 517543.



## Special Offer From Filtrate

Filtrate, specialists in lubrication since 1807, are making a special offer on their Super Fuelfree diesel fuel additive which should take away the traditional English surprise at being caught napping by the first cold weather of the winter!

A sudden drop in temperature can cause wax to crystallise and block the fuel filters of a diesel engine. By adding as little as one part in 500 of Filtrate's Super Fuelfree to the diesel fuel, it is claimed that vehicles will be protected down to minus 16°C. Stronger concentrations can bring this down to minus 20°C.

To make sure that operators are not caught with their "engines-down" Filtrate are offering a very special "Buy-Now-Pay-Later" deal to distributors and fleet owners. Products ordered during the summer for delivery in September or October do not need to be paid for until the end of December!

Super Fuelfree is supplied in 205 litre and 25 litre drums and small handy 5, 1 and 1/2 litre packs for keeping in cabs. It contains special additives designed to improve fuel flow and aid cold starting. It is suitable for all diesel fuels and can also be used to prevent gas oil and heating oil from gelling.

For further information contact Peter Godfrey at Hunting Lubricants, PO Box 67, Cross Green Industrial Estate, Leeds LS1 1LS. Tel: (0532) 492820

## 1985 Jane's

The fourth edition of Jane's Urban Transport Systems, is now published. It is 25% larger than the previous edition covering some 600 systems in 341 cities. It contains a new section on electrification equipment, a complete list of world metro's and an expanded middle east section.

"Jane's Urban Transport Systems 1985", edited by Chris Bushell and Peter Stonham, priced at £51.00, is available from Jane's Publishing Co. Ltd., 238 City Road, London EC1V 2PU. Tel 01 251 9281.

Chairman of ABTA's Travel Agents' Council.

His extensive experience of the travel industry includes many years service on ABTA's Councils and Committees, most notably Roadways and Shipping, before he was elected to the Travel Agents' and National Councils. He is also actively involved in domestic tourism, described as a market which is rapidly expanding to the benefit of many coach operators.

Commenting on his re-election, Mr. Swinard said, "It is a great honour to once more serve as Chairman of the Travel Agents' Council at a time when the holiday market is changing at such a fast pace. This presents a great opportunity, both to domestic and international coach operators who, I believe, will find it reassuring that ABTA members are so keen to lead the way in forging new markets and new opportunities to the benefit of all concerned."

# APPOINTMENTS and STAFF NEWS

## Young Couriers

20 Unemployed youngsters are being trained as couriers to look after overseas visitors to Wales. Co-operative Centre trainees will learn how to deal with fainting passengers, lost passports, overbooked hotels etc.

George Howarth, the Centre's Chief Executive, said "we expect to be able to offer fully-trained couriers to coach and tour operators who want someone for tours in Wales, tours to the Continent, or to meet children at Cardiff Airport."

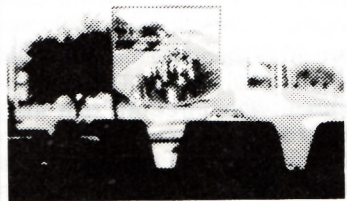
The course is being run by Ambassadors of Britain, whose company courier course has the ABTA seal of approval.

Anyone wishing to offer employment, or wanting further information, should phone Cardiff 554955.

## Don Swinard Re-Elected ABTA Chairman

Don Swinard, Chairman of Swinards of Kent (Travel Service) has been re-elected unopposed for a second term as

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# VEHICLE and OPERATOR NEWS



▲ The Welsh coach operator, Stan Bowers Coaches of Bridgend in Mid-Glamorgan, has recently acquired this Bedford YNT 11 metre chassis with Duple Laser 2 bodywork. The vehicle, supplied by the **Greenhous Group** has a split windscreen and an external livery of white with duo red bands. It is fitted with 53 seats, power door, side locker and radio/pa/cassette.

## DRÖGMÖLLER Get it Right — First Time

Exhibited at the NEC Motor Show last October, Drogmoller's first offering on the British market place, the COMET E 330, passed the DOTp, I.C.O.F. and tilt test within 3 days of its official import to the UK. The coach was conceived and

designed as a unique model available to British operators. On the tilt platform the COMET E 330 exceeded the 35 degree minimum angle required at its first attempt.

The coach has now been delivered to, and is in service with, Bergland International of Watford who say that they are delighted with its performance and passenger response. It is equipped with 49 recliners, is 3.40m high and is powered by a Mercedes-Benz naturally aspirated 280 H.P. engine via a ZF 6-speed gearbox and a Telma Focal retarder. An underfloor washroom/toilet is mounted midships by the continental door. The heating/ventilation system is electronically controlled and has proved draught free even at minus 30 deg. C, this Winter. Of particular interest and unique to the British market is the theatre style seating complimented by a parallel window line.

Information regarding this and other Drogmoller coach models can be obtained either from Bergland International Travel Ltd., Marples Ridgway Estate, Met. Station Approach Road, Watford. Telephone: (0923) 48599 or directly from Drogmoller-Karosserien GmbH & Co. KG, Postfach 1544, D — 7100 Heilbronn, W. Germany, Tel. 01049-7131 75001. A test drive of the Bergland coach can be arranged.

## Leyland Olympians — Next Stop Guandong Province

Of three Olympian double-deck coaches ordered by the Hong Kong based operator Citybus for use on regular services between Hong Kong and Shenzen Special Economic Zone in Guandong Province, China, one is already in service.

Assembled at Workington, the 3-axle vehicle has an ECW body styled to meet Citybus' requirements for a distinctive appearance. It has the unusual feature of entry/exit doors on both sides, although maintaining a right-hand driving position to meet Hong Kong requirements. The door on the right hand side is centrally located for use when in China.

The interior seats up to 77 passengers on coach-type seats and has soft trimmed interior panels, curtains and full air conditioning. Air suspension is standard and the machine is powered by a Leyland TL11H engine driving through a Leyland Hydracyclic transmission.



**EXTRACT  
MISSING**





# VEHICLE and OPERATOR NEWS

## M1 Traffic Problems Forecast

Lynda Chalker, Minister of State for Transport has announced the measures being taken by the two weeks from 2nd —16th July when nearly two hundred yards of the M1 around Junction 8 need to be renewed. She warned of serious delays on the southern section whilst the northbound carriageway is being reconstructed.

Mrs. Chalker said, "This is just north of where the M10 joins the M1 and is the second busiest stretch of motorway in the country. Contraflow working, even with diversions, is certain to cause considerable traffic problems on the M1 and M10 motorways and on all roads in adjacent areas. I am anxious that all travellers are warned so that they will avoid this route while the work is taking place. If the public co-operate we have a good chance of minimising delays. It involves only a short stretch of motorway, but it is a crucial section which has not needed major attention since it was first constructed in 1959. It now needs urgent renewal which must be done so that traffic to and from the M25 can benefit."

M1 traffic in both directions will be reduced to two lanes at this spot. There will be a short diversion for M10 northbound traffic joining the M1. Drivers for Hemel Hempstead must leave the motorway at Junction 5 or 6 northbound or Junction 9 southbound and follow the signs.

All drivers are advised to check before they leave and allow at least an hour of extra time for their journeys. Operators making airline connections at Luton, Heathrow or Gatwick Airports should allow an extra two hours for their journey. North and southbound Luton passengers are recommended to take the A1 (M) turning off at the junction with the A602 and following the A602 and A605 to the airport.

A special phone-in service of regular updated information related to Junction 8 has been set up with Hertfordshire Police on 01-571 9010. It will operate throughout the period when work is being carried out.



## Yellow Coaches

The borough of Bournemouth who promote their coaches as "Yellow Coaches" have recently taken delivery of two Leyland Tiger 245 Hydracyclics with Plaxton Paramount 3200 two star and 3500 two star coachwork. The exterior is in yellow with two-tone brown striping. Both vehicles were supplied by the Stanley Hughes Group.

## New Road Signs for Bypassed Communities

Linda Chalker, Minister of State for Transport has announced that new "local services" signs can now be erected on main roads to direct traffic to facilities in communities which have been bypassed, should it be thought desirable.

The new signs will have white lettering and symbols on a dark brown background and may also include a brief description phrase to indicate the tourist attractions of the area.

It will be up to the District Councils to decide whether it will be desirable to advertise the community or not. If they decide to go ahead certain criteria must be met, which involve offering the following amenities; adequate public parking and lavatories, public telephone, fuel and refreshments during normal opening hours, half day closing excepted, Monday to Saturday.

Where communities still wish to erect signs but cannot offer the full range of standard services they may adopt a variant of the existing blue/white/black sign currently used to indicate "lay-by facilities".

Until such times as the signs are prescribed in the Traffic Signs, Regulations and General Directions, they will require authorisation from the Department of Transport.



R. Meney & Son of Scotland have taken delivery of this mid-engined DAF DKVL with Plaxton Paramount 3500 4 star coachwork finished in silver and blue livery. Specification includes a Continental exit, sunken toilet and curtains. This is the first DAF to be taken by Meney's, and it was supplied by the Stanley Hughes Group.

# COACHMART CLASSIFIED

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338339  
TWO 1977 AEC Duple 12 metre 57 seaters, tested until April/May 1986, one fitted with Telma, just had engine overhaul, excellent condition interior and exterior. Second vehicle been to Duples for exterior paintwork in the last three months. Part exchange considered. Phone for details 072 681 3737.

### BEDFORD

3307FN  
1981 BEDFORD YNT new ZF gearboxes fitted making them very reliable vehicles, Plaxton body, rubber floor, carpet runner, power door, radio/pa/cassette, curtains, tinted windows, choice of two. From £26,500 ono. Part exchange considered. Telephone (0533) 769001, evenings (0533) 874940.

338340  
1976 BEDFORD YRT Plaxton Elite, 53 seats, MOT January 1986. Price £4,950.  
1974 BEDFORD YRT Duple Dominant I, 53 seats, radio, new gearbox, MOT January 1986. Price £3,500.  
1972 BEDFORD YRG Willowbrook service bus, MOT April 1986. Price £1,250.  
1973 PLAXTON, 45 seats, new engine, radio/pa, MOT January 1986. Price £3,250.  
Telephone: 0757 703549/707661.

## EXTRACT MISSING

338339  
1977 (R) BEDFORD YMT Plaxton Supreme 53 seater, registered 1/4/77, MOT 29/4/86. Red/white/blue exterior, engine and gearbox rebuilt, new clutch fitted April 85, body and interior in good condition, curtains, radio/pa. £7,750. Bryan Garratt, Leicester (0533) 767228 anytime.

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in any coaching publication.



337338  
**1974 BEDFORD PJK** 29 seater, Bristol dome, power door, long MOT, a reconditioned engine just fitted, lost contract forces sale. **£2,750 plus VAT ono.** Tel (041) 7760420.

337338  
**1968 BEDFORD** 45 seater Plaxton, air door, C.O.F. Feb 86, nice tidy school and works contract motor, good average condition all round. **£1,000 plus VAT.** Tel (0533) 607528 or 601133 day or night.

337338  
**1978 (S reg) BEDFORD** 500 Van Hool, clean coach, 1 year's MOT, 53 seater. **£10,000 ono.** Contact John. Tel (0702) 232179.

338TFN  
**1974 BEDFORD PJK** 29 seats, Bristol dome, power door, long MOT, lost contract forces sale. **£2,700 o.n.o. plus VAT.** Can be seen central Scotland. Telephone 041 776 0420 031 661 8156

338339  
**1978 BEDFORD** Reebur 17 seater, Opel 2.1 diesel, 5 speed gearbox, excellent condition, MOT February 86. **£4,000.** Telephone: (0383) 726398.

338340  
**1978 (S) BEDFORD YMT** Duple 53 seater, MOT December. **£8,500.** Telephone: (0527) 42590.

338  
**BEDFORD YRQ**, MOT'd and taxed. **£1,750 o.n.o.** Will consider part exchange for 16 or 20 seater. Telephone: (0222) 810670.

338339  
**1977 BEDFORD 500cc** Plaxton Supreme 45 seater, radio/pa system, side locker, power operated door, side curtains, coachwork yellow and black, trimmed in beige, one owner from new, first class condition throughout.  
**1975 BEDFORD** Plaxton Elite 45 seater, radio/pa system, side locker, power operated door, coachwork yellow and black, trimmed in beige, 12 months MOT, one owner from new, first class condition throughout. Sandhurst Coaches Ltd., telephone (0533) 874241 or 879262.

335338  
**1976 (R) BEDFORD** Duple Dominant I 53 seater, power door, 12 months MOT. **£8,500 o.n.o.** Telephone Nottingham (0602) 505601.

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**1979 (V reg) BEDFORD YLQ** 45 seats, good condition, Duple Dominant II, current MOT, choice of two. Tel 01 303 6303.

336339  
**1974 BEDFORD YRT** Duple 53 seater, MOT 18/11/85. **£3,500**  
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**1968 (F reg) BEDFORD** Plaxton J2 20 seater, new ticket, re-trimmed throughout, moquette to roof to match, best offer over **£2,000.** Tel (0222) 884648/9 office hours.

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**1977 (R) NJM** Dominant 41 seats, exterior red/white, interior autumn tint. **£3,500.**  
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EXTRACT

MISSING

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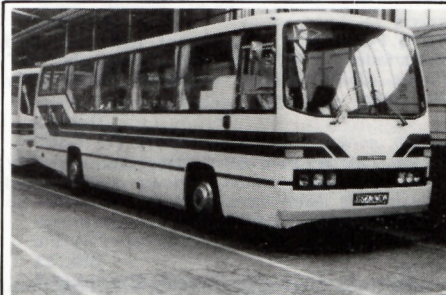
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**1975 FORD R1114** Dominant, battle damaged, seats faded, no MOT, to clear. **£1,200 plus VAT**. Phone (0536) 202660 or 05363 2660 Corby, Northants.

337342

**1984 (A) R1114** 53 seater Dominant IV, radio/pa/cassette, tinted windows, double glazed, side lockers, extra tanks, curtains, MOT Dec 85. **£27,500**. Tel (0782) 620739.

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**1979 FORD** Turbo R series 53 seater, Estoril body, MOT to May 86, well maintained throughout, very clean, quick sale. **£11,000 ono**. Telephone (0773) 832780.

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**1979 (June) (T) FORD R1014** Duple Dominant, 45 seater coach, open to offers. Contact Mrs. Fulton 041-248-4765.

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**Feb 1983 (Y) A-SERIES** Mellor 20 seat petrol service bus, ticket Feb 86, one remaining now **£9,500 plus VAT as is**. Mole Valley Transport Services, Oxshott (037 284) 3659 evenings.

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**1974 (M) LEYLAND** Leopard 680 Plaxton 53 seats, power steering, new semi auto box, reconditioned engine, power door, long MOT. **£7,500 ono plus VAT**. Telephone 061 643 4182.

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**1974 LEYLAND** Leopard 53 seater Plaxton, pa, Telma, power steering, very good condition, MOT Nov 85. **£7,000 plus VAT**. Tel Ivan Thomas on 01-397-4276.

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**1967 LEYLAND** Atlantean, semi automatic, 76 seats, MOT March 86. **£1,650**. Tel (0222) 884648/9 office hours.

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**1974 (N) LEYLAND** Leopard Plaxton Elite, air doors, 53 seater, new s.a. box, C.O.F. May 86, new tyres, new front springs, reconditioned alternator, a very good runner, very good condition seats wise and exterior. **£6,750 ono plus VAT**. Tel Leicester (0533) 607528.

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**1967 LEYLAND** Plaxton, 51 seats, MOT June 86. **£1,500**.

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**1978 SEDDON** Pennine seven, Plaxton 53 seater, Gardner engine 6HLZB, ZF6 Gearbox, excellent condition, MOT February 86. **£13,950**. Telephone (0383) 726398.

338341

**Pair of 53 seat Plaxtons**, registration numbers DSV 662/3, Mark IV fronts, power doors, tested to mid '86, plus another partly dismantled **SEDDON** containing £100s worth of spares. **£5,000 plus VAT for the lot**. Telephone: Interland Coaches (Kent) 0689 56821.

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338340

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**1981 VOLVO B58** Dominant MK IV Express, 53 seats, side lockers, MOT April 86. **£26,500**. Part exchanges, Volvo, Bedford or Ford considered against the above. All vehicles available immediately and subject to VAT. Fords Travel, Gunnislake, Cornwall (0822) 832264.

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**1982 VOLVO B10M** Duple Goldliner, 51 recliners, full executive specification, mint condition, MOT 24/1/86. **£38,500 or may part exchange**. All enquiries Goodwins 061-477 3325, evenings 061-902 9682.

336339

**1976 VOLVO B58** C.O.F. till Jan 86, taxed, 14 seats plus 9 fold down bunks (34 seats in total), TV/video/stereo, toilet, servery, fridge, drinks machine, hot and cold water, 240 volt electricity, many extras, ex-pop group coach. **£13,000 ono plus VAT**. Tel (0751) 60252.

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338

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**1975 (P reg) MERCEDES 407D** 16 seater PSV, certified December, taxed September, tachometer, luggage racks. **£4,650 o.n.o.** Telephone Guildford (0483) 232567 (after 6.00 pm).

337338

**(B reg) TOYOTA** Hiace 12 seater, non psv, 12,000 kms. **£6,250 plus VAT**. Telephone Leoline Coaches, London 01-994 8969.

338340

**1980 MERCEDES 207D** 12 seater, Devon conversion, low roof, one owner, garage maintained, exterior white, interior red, very good condition. **Price £5,000 o.n.o. plus VAT**. Dawsons Coaches, Tadcaster. Phone (0937) 833098

338339

**1975 PSV TRANSIT** Deansgate, 12 seats, reconditioned diesel engine, new clutch, radiator, brake cylinders recently fitted, C.O.F. January 86. **£1,150 or with contract £1,650 o.n.o.** Southport 79808 (evenings preferred).

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**1977 FORD** Transit l.w.b., petrol, short back moquette seats, test October 85. **£980 plus VAT**. Tel Nottingham (0602) 258938.

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**1983 (Y) TRANSIT** diesel overdrive, 16 seater, annualled January 86, immaculate. **£8,950**

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**1981 (W) TRANSIT** 16 moquette seats, diesel overdrive, all tidy, annualled September 85. **£7,500**

**1980 (W) 508D** 18 seater, 1 year annualled, moquette seats, boot, quad vents. **£9,950**

**1980 (W) TRANSIT** Petrol, 12 moquette seats, diesel overdrive, annualled February 86. **£4,250**

**1980 (V) TRANSIT** petrol 16 seater, radio, annualled April 86. **£6,260**

**1980 (V) BEDFORD** Reebur 17 moquette seats, annualled one year. **£6,950**

**1979 (V) FORD** A series 21 seater, cloth seats, boot, annualled April 86, tidy. **£5,950**

**1978 (T) BEDFORD** Reebur diesel 17 moquette seats, annualled March 86. **£5,250**

**1976 (P) TRANSIT** diesel, 16 seater, annualled March 86. **£1,950**

**1974 (N) TRANSIT** petrol 12 seater. **£775**

**1972 (K) TRANSIT** petrol 12 seater, annualled September. **£750**

(Minibuses continued on next page.)



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**1979 (V) VW LT28 PSV** 12 seater Devon conversion, petrol, excellent condition, one owner, exterior white (never signwritten), interior red pvc, 38,000 miles only, rustproofed when new, recent 3 new tyres and exhaust, tested to Jan 1986. **£3,750 ono (no VAT)**. Telephone Hawes (096 97) 654.

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**1978 (T) BEDFORD** Reebur 17 coach seats, petrol, boot, annualled 25/3/86. **£4,100**  
**1977 (R) TRANSIT** diesel 12 seater, moquette seats, illuminated headboard, annualled 15/11/85. **£1,200**  
**1977 (R) BEDFORD** petrol 12 seater Dormobile, annualled 1/8/85. **£895**.  
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**1981 (October) FORD** Transit petrol, overdrive, Deansgate conversion, 12 seater. **£5,000 plus VAT**. Telephone Mr. Dewey 091 2656747.

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**1981 FORD** Luxury 12 seater, l.w.b., red moquette, extras, immaculate, low mileage. **£6,250 plus VAT**. Also late **1977 LEYLAND** Asco Clubman, 20 seater, unused five years, rare opportunity to purchase a vehicle in new condition. **£7,250 no VAT required**. Tel Cardiff (0222) 594367.

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**1981 VOLVO B58** 11 metre semi auto Plaxton Supreme IV 53 seater, Bristol dome, radio/pa and power door, MOT June 86. **£34,000**  
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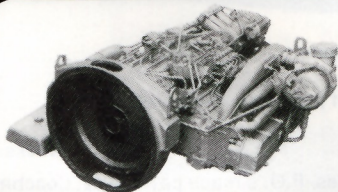
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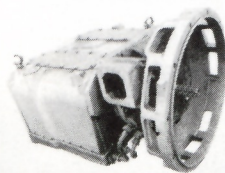
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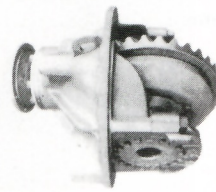
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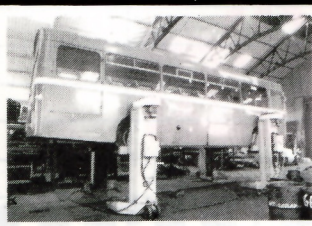
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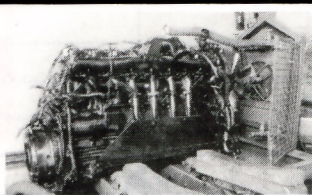
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